

**MOUTRIE'S**  
FOR  
**VICTOR**  
**RECORDS**  
SPECIAL DISCOUNT



# The China Mail

ESTABLISHED 1845

August 14, 1923, Temperature 80. Barometer 29.75 Rainfall 1.01 inch Humidity 85 August 14, 1923, Temperature 81.

**THE DOLLAR.**  
To-day's closing rate 2/3 1/16.  
To-day's opening rate 2/3 1/16.

Obtainable from all  
Stores

**JEYES' FLUID**  
THE BEST  
DISINFECTANT

ALEX. ROSS & CO.  
(CHINA) LTD.  
Sole Agents

No. 18,954. 二拜禮 號四十月八年三十二百九千一英 HONGKONG, TUESDAY, AUGUST 14, 1923 日三初月七年亥癸次歲年二十國民華中 PRICE, \$3.00 Per Month.



40 1/2 inches  
HIGH

20 inches  
WIDE

22 inches  
DEEP

12 inches  
TURNABLE

IMPROVED  
VICTOR  
TONE-ARM

AUTOM-  
ATIC  
BRAKE

DOUBLE  
SPRING

**THE NEW VICTROLA No. 80.**  
A REAL CABINET VICTROLA  
FOR \$220.50 (\$245.00 less 10% for cash)  
**S. MOUTRIE & CO., LTD.**  
SOLE AGENTS.

**YEE SANG FAT CO.**  
JUST ARRIVED  
**SMART**  
Gents', Ladies' and Children's  
**WHITE SHOES**  
AND  
**KEDS' SHOES**  
The "BEACON" Brand  
Brown and Black  
Leather Shoes  
**YEE SANG FAT CO.**  
Phone Central 1355. Phone Central 1355.

**FOOK WENG & Co.,** Just Opened  
EXPORTER OF  
Swatow Drawn-thread Work and Canton Embroidery in finest  
Quality of silk and linen.  
Dealing in Ivory, Brass, Powder, Cloisonne and Lacquer.  
Mandarin Costumes and Shawls are our most popular stock.  
All goods Fresh and Moderate in price.  
No. 13 Queen's Road Central, Hongkong.

**SWATOW TRADING CO.**  
Tel. Central 3303, 8, Hongkong Hotel Building  
MANUFACTURERS  
of Handsome Chinese Linen Drawn-work and Embroideries  
DEALERS IN ALL KINDS OF SILK GOODS.  
Mandarin Costumes of Various Design and Powder-wares.

**DONNELLY & WHYTE.**  
WINE MERCHANTS. Tel. Cen. 638.

When someone tells us "I'll come back"  
**HE USUALLY DOES**  
(without comments)  
**J. ULLMANN & CO.**  
34, Queen's Road Central.

**FRANCE HURT:**  
BRITISH NOTE CAUSES SURPRISE.  
WILL PAY HER DEBTS.  
(Reuter's Service to the China Mail.)

PARIS, August 13.  
French official circles are very disappointed with the British note. They are astonished that instead of the creditors uniting to make Germany pay, one creditor has decided to stand aside, simultaneously placing all the debtors and the Allied enemy under a common obligation.  
The point which has caused the greatest surprise is the linking together of the French and German war debts.  
The French standpoint is that while France remitted the war debts owing to her, she was ready to pay her own debts to the Allies, but she refused to have debts made dependent on Germany's capacity or will to fulfil her obligations.  
It is emphatically declared that France does not intend to repudiate her war debts.

**AMERICAN OPINION.**  
NEW YORK, August 13.  
The non-committal attitude of the Washington official world has not been changed by the British note.  
The *New York Evening Post* declares that any Government that refuses to accept the note as at least the basis for discussion will outrage the opinion of the world.  
The *Evening Sun* says that nothing is left to responsible British statesmen if the argument falls but to extricate the nation by the best means available.

**WARDING OFF STARVATION.**  
BERLIN, August 13.  
It is announced that deliveries in kind to Britain, Italy and the Allied Powers not participating in the Ruhr occupation which have hitherto been maintained, or partly maintained, will be suspended on the ground that the condition of the country necessitates the utilisation of all resources to provide the population with a minimum for existence to ward off starvation, while the continuance of deliveries would prejudice the success of taxation reform and the gold loan.  
It is added that deliveries will be resumed as soon as the position permits. Germany will endeavour to continue her deliveries of coal to Italy.

**CAUSE AND EFFECT.**  
LONDON, August 13.  
Foreign exchanges are rather erratic and uncertain.  
On the publication of the British note French francs further depreciated to 82.35. Belgian francs, however, improved on loan talk and closed at 100.25.  
**OWING TO THE SLUMP.**  
LONDON, August 13.  
The Board of Trade returns give the imports for July as £76,818,334, a decrease of £12,489,349 compared with the June figure.  
The exports for July were £59,503,850, a decrease of £3,379,709.

**ANOTHER SYMPTOM?**  
BRUSSELS, August 13.  
Numerous food stores were pillaged at Crefeld. The police charged the crowd, killing and wounding many.  
**FATAL STRIKE RIOT.**  
BERLIN, August 13.  
Strikers in the Hamburg shipyards attacked the police who intervened to prevent intimidation of the workers.  
Seven strikers were killed and many were wounded in the ensuing riot.

PARIS, August 13.  
A message from Dusseldorf states that riots have broken out in Gelsenkirchen where shops have been pillaged. A workman has been killed and ten persons have been injured.  
**BERLIN POSITION WORSE.**  
BERLIN, August 13.  
The strike situation is somewhat worse.  
The police have arrested fifty communists and a number of strikers.

**ANOTHER CLASH.**  
PARIS, August 13.  
A message from Dusseldorf states that following a demonstration by a crowd.

**FERRY SERVICE.**  
CHEUNG CHAU LAUNCH TENDERS.  
The District Officer (South) has, on behalf of the Government, notified the *Kaiyong* (elders) of Cheung Chau Island, the *Ching Mui* is informed, that the call for tenders for the ferry service between that island and Hongkong cannot be withdrawn.  
As published in the *China Mail* some time ago, the *Kaiyong* are now maintaining a service with one large launch. Previously they had two but the "Fai Din Yai" sank in the harbour on a trip from Nam Tau. The Government called for tenders for a service which included

**HOME POLITICS.**  
GOVERNMENT VICTORY.  
(Reuter's Service to the China Mail.)

LONDON, August 13.  
The South Portsmouth by-election necessitated by the appointment of Lieut-Colonel Wilson, former Parliamentary Secretary of the Treasury, to the Governorship of Bombay has resulted as follows:  
Major Cayzer (Conservative) ... 11,884  
Sir Henry Lawson (Liberal) ... 9,763.  
Major Cayzer formerly retired in favour of Wilson owing to ill-health.

**£1,000 PRIZE.**  
LONDON, August 13.  
Tiraboschi has been awarded the *Daily Sketch* prize of £1,000.  
[The Argentinian Tiraboschi succeeded in swimming the Channel. He landed at Dover, having finished very strong. He was accorded a great reception. The time was unofficially given as 16 1/2 hours, which is a record.]

**YACHTING.**  
COWES, August 12.  
Britain has won the fourth British-American Cup race and now leads by 96 to 48 points.

**COUNTY CRICKET.**  
LONDON, August 13.  
At Birmingham Warwickshire lost to Sussex by an innings and 130 runs. Street compiled 72 and Colonel Watson 90 not out for Sussex.

**DOCKERS' STRIKE OVER.**  
MANY MEN RESUME WORK.  
LONDON, August 13.  
The Transport Workers' Union states that there has been a big resumption of work by the dockers at the London wharves, including two which have been the unofficial centre of the strike movement.  
Altogether 1,500 men resumed work to-day.

**MISSION TO RUSSIA.**  
RIGA, August 13.  
Mr. F. L. Baldwin's party of Becos traders has arrived here.  
A party of business men headed by Mr. F. L. Baldwin, cousin of the Premier, and Chairman of Becos Traders Ltd., which is an association of eighty British engineering concerns formed ten years ago to prosecute British interests in Russia, has left on a mission to Russia where they hope to conclude definite business with the Soviet.

**PACIFIC CONGRESS.**  
MELBOURNE, August 13.  
Welcoming the members of the Pan-Pacific Congress, the Governor-General and other speakers testified to the possibilities of the deliberations.  
The Commonwealth Government entertained the Japanese delegation to luncheon.

**NEW GERMAN CABINET.**  
BERLIN, August 14.  
The new Chancellor, Herr Stresemann, has formed a Cabinet in which he is temporarily Foreign Minister. The Socialist Herr Robert Schmidt is vice-Chancellor and Minister of Reconstruction. The Socialist Herr Hilferding, is Minister of Finance.  
Among the parties represented are the Popular Socialist, the Social Democrat and the Centre.

**BERLIN, August 14.**  
Herr von Bergen, now Minister to the Vatican, has been appointed Foreign Minister.  
**FRANCE'S FINANCES.**  
PARIS, August 14.  
The Finance Minister M. Delasteyrie, has announced that if the considerable improvement in the revenue for the first six months of the year continues in the second six months, the ordinary budget will be balanced for the first time since 1914.

**CHINA'S WAR.**  
POWERS PROTEST TO PEKING.  
FOREIGNERS' SAFETY.  
PEKING, August 13.  
The American, British, French and Japanese Ministers presented notes to the Waichiao on Saturday.  
The first was with reference to the threatened Chekiang-Kiangsi war, urging the Government to take steps to prevent same, failing which the Powers may take measures for the protection of their nationals in that neighbourhood.  
The second was a protest against the action of the Chinese authorities in the land office at Harbin.

**Flyosan**

**"Viyella" For Tennis wear.**  
Shirts with collars attached From each - \$7.75.  
Trousers to measure per pair - \$14.50.  
Socks, cream ribbed per pair - \$2.00.  
"Viyella" is guaranteed unshrinkable.  
**MACKINTOSH & CO., LTD.**  
Men's Wear Specialists.  
Alexandra Building, Des Voeux Road.

Have you noticed how the cockroaches are increasing again? That is because you are not using  
**FLETCHER'S BEETLE VIRUS.**  
You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are  
Tel. C. 345. **FLETCHER & CO., LTD.** Tel. C. 345.  
**THE PHARMACY.**

**COOK BY ELECTRICITY**  
CLEAN, HANDY, ECONOMICAL  
**ELECTRIC COOKING UTENSILS**  
JUST RECEIVED  
MODERATE PRICES.  
**THE SINCERE CO., LTD.**

**MEE WAH KNITTING & DYEING CO.**  
General Knitter & Dyer.  
Manufacturers of Woollen Singlets, Jerseys, Sweaters & all kinds of Underwear.  
No. 1-18, Causeway Bay. Telephone Central 1201.  
Manager: YEUNG FOKWAN.

**ECONOMY IN COAL.**  
Fuchuan Lump Coal stands for economy in coal value. All lump coals have a large percentage of dust which are practically wasted. The dust in FUCHUAN Lump coals burns as well as the lump as they are cast into boilers. Fuchuan lump coal burns gradually and is therefore a decided economy.  
**HING IP & CO.**  
Coal Merchants & Contractors 17, Queen's Road Central. Tel. Central 578. Cable address: "Hindray" 400 Agents for Fuchuan Coal.  
We look to our customers for orders of other Fuchuan Coal.

**GINS & LIQUEURS FROM ERVEN LUCAS BOLS.**  
CALOBECK, MAUGREGOR & CO., LTD.,  
15, Queen's Road Central. Tel. Central 75.

**CHINA EMBROIDERY & DRAWN WORK CO.**  
Makers of Dress, Bed Cushion and Table Covers, Capes, Shawls, Laces, etc., etc. Exquisite work any design executed.  
Representative Assortment for Retail and Wholesale.  
KEE CHEUNG SHING  
40, Connaught Road Central. Hongkong Agents. Telephone Central 2401.

We are manufacturers of  
Felt Hats, Straw Hats, Linen Hats, Topies, etc.  
Manufactured in HONGKONG by the  
**NAM YUET HAT FACTORY**  
25-26, Rockliffe Road.

**THE YUEN WO STORE**  
Harbour Repairs.  
Contractors, Joiners, Carpenters & Shipbuilders.  
Engineering & Building. Trade Men Street, Phone Central 1100.  
Quek No. 25. Road, Kowloon. Phone Kowloon 141.  
Workshop, Canton. Manager: K. C. LAMPO.

Bongkeng, May 1, 1944.

## INTIMATIONS.

## THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per share for account 1923 will be payable on THURSDAY the 23rd, August 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be closed from TUESDAY the 14th August 1923 to THURSDAY the 23rd August 1923 both days inclusive.

SHEWAN, TOMES & CO.,

General Managers,

Hongkong, August 7, 1923.

## HONGKONG PHILHARMONIC SOCIETY.

A GENERAL MEETING of the Society will be held at the St. John's Cathedral Hall, on MONDAY, 20th August at 5.30 p.m.

It is hoped that all members will endeavour to attend—others interested in music are cordially invited.

E. BULLOCK,

Hon. Secretary,

Hongkong, August 7, 1923.

## THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffiths for the Annual Race Meeting 1924 will find lists posted at the Hongkong Club, Jockey Club Stables and Race Course.

Hongkong, August 11, 1923.

## ANNOUNCEMENT.

MESSRS. HOLYOAK, MASSEY & CO., LTD. have this day been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY.

Our Representative, Mr. W. M. VERNOR, will make his headquarters in the offices of the Distributor, Queen's Buildings.

WESTINGHOUSE ELECTRIC INTERNATIONAL CO.,

E. L. McCLOSKEY,

Manager for China.

Hongkong, August 8, 1923.

## WHY BUY FOREIGN MADE SUITCASES.

When we sell Shanghai Manufactured Suitcases?

They are Cheaper and More Durable.

CHAO CHEUNG TRUNK CO.

(Opposite Yaumati Ferry, Praya)

## THE KWONG KWUI CO.

## PHOTO SUPPLIES.

60 Queen's Road Central.

Telephone No. 2170.

Photos of H. R. H. Prince of Wales landing on sale.

## Flyosan

## UNCLAIMED TELEGRAMS.

## THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):

Saitou, from Nishikaratsu.

Lee Chang Pro 203go Eirakanishigai,

from Tokyo.

Helm 119 Praya East, from Yokohama.

Foomo, from Wabaiwei.

Nam Kee, 58 Des Voeux Road Central, from Amoy.

Pan Lao Chan Kee, Queen's Road, from Shanghai.

Kwokyanzur, Care Great Eastern Hotel, from Shanghai.

Ng Kam Fai, Portland Street, Yaumati, from Amoy.

0111, from Shanghai.

Chang Goo Hin Great Eastern Hotel, from Shanghai.

0035 (2), from Kobe.

N. LUND,

Act. Superintendent.

Hongkong, August 9, 1923.

## EASTERN EXTENSION AUSTRALASIA &amp; CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in

P. F. Telegraph Office, Hongkong.

Burnie, from Cebu.

Gutierrez 4 Filken St Kowloon, from

Manila.

Niddie Express Canada, from Manila.

Mr. Young Victoria, from Mexico.

R. M. MACALPINE,

Superintendent.

Hongkong, August 9, 1923.

## WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.

\$1. PREPAID.

Every additional word 4 Cents for 3 insertions.

## FOR SALE.

FOR SALE.—Deposit receipts on the French Banque Industrielle de Chine for Eleven Hundred and Eighty Pounds Sterling. What offer. Reply A.B.C. c/o "China Mail."

## TO LET.

TO LET.—European flats in Lee Building, Wanchai Gap Road. Apply to 32 Kennedy Road.

## FRENCH LESSONS

G. MOUSSON

15, Morrison Hill Road.

## LONDON DIRECTORY

with Provincial & Foreign Sections and Trade Headings in Five Languages

enables traders to communicate direct with

MANUFACTURERS & DEALERS

in London and in the Provincial Towns

and Industrial Centres of the United

Kingdom and Ireland, the Continent

of Europe, America, etc. The book

contains over 250,000 names, addresses

and other details classified under more

than 2,000 trade headings, including

EXPORT MERCHANTS

with detailed particulars of the Goods

shipped and the Colonial and Foreign

Markets supplied;

STEAMSHIP LINES

arranged under the Ports to which they

sail, and indicating the approximate

Sailings.

One-inch BUSINESS CARDS of Firms

desiring to extend their connections, or

Trade Cards of

DEALERS SEEKING AGENCIES

can be printed at a cost of £1. 10s. 6d.

for each trade heading under which they

are inserted. Larger advertisements

from £2 to £10.

The directory is invaluable to every one

interested in overseas commerce, and

a copy will be sent by parcel post for

£2, net cash with order.

THE LONDON DIRECTORY CO., LTD.,

25, Abchurch Lane, London, E.C. 4,

England.

BUSINESS ESTABLISHED IN 1814

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## MAIL WEEK NEWS.

## ITEMS FROM FAR AND NEAR

The Greek vessel "Mikali," with the British mail for Greece aboard, went ashore near Liguadina, Corfu.

The Bill to deal with additions to the Pre-War Pensions (Increases) Act cannot be introduced until the autumn.

The Argentine training ship "Presidente Sarmiento," recently arrived at Portsmouth, for a three weeks' stay.

Four debtors at Grimsby Bankruptcy Court attributed their failure to betting, and one said that he had lost more than £1,000 in that way.

The Folkestone Racecourse Company have been awarded £6,195 for the military occupation of the course during the war. Their claim was for £8,875.

The Duke of Connaught has unveiled a statue of Sir John Moore, the hero of Corunna, and opened an officers' library as a memorial to him at Shorncliffe Camp.

Australian imports for May amounted to £11,000,000, compared with £9,000,000 in May, 1922, the total consisting largely of cotton, linen, and woollen piece goods, motor-cars, and tea.

Clyde Wilson, 48, of Belfast, the chief engineer of the steamer "Clyde Valley," whose body was found on the Quai Godfroid at Antwerp, was the victim of a motor-car accident.

## Flyosan

Addressing Greek troops on the Thracian front, Col. Plastiras, head of the revolutionary party, declared that general demobilisation would take place only after the signature of peace.

M. Roger Beck, chairman of the Swansea Harbour Trust, who in 1919 paid £60,000 out of his own pocket to the bond and stock holders when the Trust was in difficulties, died, aged 82. He was a friend of the Prime Minister, Mr. Stanley Baldwin.

An agreement has been reached between the Turkish Angora Government and the Smyrna-Aidin Railway Company, a £8,000,000 British concern, which had claimed £3,000,000 from the Turkish Government for damage sustained during the war.

## Flyosan

## MARKET PRODUCE IN HONGKONG

## APPROXIMATE RETAIL PRICES.

Butcher Meat.				Poultry.			
	August 8, 1923.	1918.	1914.		August 8, 1923.	1918.	1914.
	Cts.	Cts.	Cts.		Cts.	Cts.	Cts.
Beef Strick.—Mol Long Pa .. lb.	30	24	12	Chickens.—Kai .. .. lb.	65	30	31
Prime Out .. .. lb.	30	24	12	Capon, Small.—Shi Kai .. .. lb.	60	28	30
Corned.—Ham Ngau Yek .. .. lb.	23	20	22	Capon, Large.—Shi Kai .. .. lb.	60	28	30
Roast.—Shiu .. .. lb.	30	24	22	Duck.—Ap .. .. lb.	35	22	22
Breast.—Ngau Nam .. .. lb.	26	20	13	Doves.—Pan Kau .. .. each	—	—	—
Soup.—Tong Yek .. .. lb.	26	20	18	Eggs, Hen.—Kai Tan (cooked) per doz.	26	18	—
Steak.—Ngau Yek Pa .. .. lb.	30	24	23	Eggs, Hen.—Kai Tan (fresh) .. per doz.	30	25	20
Steak Strick.—Ngau Lau .. .. lb.	40	30	35	Fowls, Canton.—Kai .. .. lb.	75	36	24
Sausages.—Ngau Cheung .. .. lb.	20	20	20	Fowls, Hainan.—Hoi Nam Kai .. lb.	50	28	—
Ballock's Brains.—Ngau No per set	12	10	13	Geese.—Ngo .. .. lb.	45	24	24
Tongue, fresh.—Ngau Li each 60	60	60	60	Pigeons, Canton.—Pak Kap, each	55	30	—
Tongue, corned.—Ham Ngau Li	each .. cent.	60	—	—Hothow.—Hoi Han Pak Kap	each	35	23
Head.—Ngau Tau .. .. each 1.00	1.00	1.20	—	Turkeys, Cook.—Fo Ho Kung lb.	65	60	60
Heart.—Ngau Sam .. .. lb.	13	14	—	Turkeys, Hen.—Fo Ho Kai .. .. lb.	60	55	40
Hump, Salt.—Ngau Kiu .. .. lb.	20	18	—	Snipe.—Sha Tui .. .. each	—	—	—
Feet.—Ngau Kouk .. .. each	12	10	12	Phasant.—Shan Kai .. .. each	—	—	—
Kidneys.—Ngau Yiu .. .. lb.	12	10	12	Quail.—Om Ohn .. .. each	—	—	—
—Ngau Mei .. .. lb.	24	20	23	Partridges.—Oho Ku .. .. each	—	—	—
Liver.—Ngau Kouk .. .. lb.	13	14	—				
Tips (undressed).—Ngau To lb. 2	6	7	—				
Calves' Head and Feet.—Ngau-tai-	tan-kauk .. .. set	\$1.20	1.00				
Mutton Chop.—Young Pot Kwah lb.	40	26	25				
Leg.—Young Pot .. .. lb.	40	26	25				
Shoulder.—Young Shau .. .. lb.	35	24	24				
Saddle.—Young On Yek .. .. lb.	40	16	—				
Pig's Chittlings.—Chu Chong .. lb.	36	25	27				
Bratons.—Chu No .. .. per set	3	12	12				
Feet.—Chu Kouk .. .. lb.	15	15	—				
Fry.—Chu Chap .. .. lb.	40	15	18				
Head.—Chu Tan .. .. lb.	18	20	—				
Heart.—Chu Sam .. .. each 12	10	10	10				
Kidneys.—Chu Yiu .. .. each 12	10	8	7				
Liver.—Chu Kouk .. .. lb.	35	30	24				
Pork Chop.—Chu Pal Kwat .. .. lb.	30	25	23				
Leg.—Chu Poi .. .. lb.	32	28	27				
Loins.—Chu Han Tan .. .. lb.	18	—	—				
Pot or Lard.—Chu Yau .. .. lb.	22	21	—				
Sheep's Head and Feet.—Young	Tau-kauk .. .. set	75	60				
Heart.—Young Sam .. .. each 10	8	7	7				
Kidneys.—Young Yiu .. .. each 15	12	10	10				
Liver.—Young Kou .. .. lb.	40	26	25				
Sticking Pig, to order.—Chu Tai ..	25	25	24				
Suet, Beef.—Shang Ngau Yau .. lb.	23	20	18				
Mutton.—Shang Ngau Yau .. lb.	40	26	24				
Veal.—Ngau Tai Yek .. .. lb.	24	20	19				
Sausages.—Ngau Tai Cheung .. lb.	23	20	20				
No. 1 .. .. lb.	30	—	—				
Fish.				Fruits.			
Barbel.—Ka Yu .. .. lb.	20	19	24	Almonds.—Hang Yan .. .. lb.	85	35	—
Bream.—Pa Yu .. .. lb.	32	20	16	Apples, (California).—Kam Shan	—	—	—
Canton Fresh Water Fish.—				—Flag Ko .. .. lb.	35	24	—
Caro.—Li Yu .. .. lb.	38	16	16	Bananas, (bride's).—Macao.—Sai	—	—	—
Carp.—Chik Yu .. .. lb.	40	12	8	—Hong Chiu .. .. lb.	5	4	—
Godfish.—Mun Yu .. .. lb.	38	30	20	Cassimola.—Young To .. .. each	—	12	—
Orate.—Hui .. .. lb.	45	23	20	Cocoonuts.—Yo Tse .. .. each 11	10	10	—
Outlet Fish.—Hui Yu .. .. lb.	28	16	8	Lemons, China.—Ling Mung .. lb.	14	7	—
Dab.—Sha Hing Yu .. .. lb.	60	32	15	Lemons, (America).—Kam Shan	—	—	—
Dace.—Wong Mei Lap .. .. lb.	30	10	8	—Ling Hing .. .. each 8	8	8	—
Dog Fish.—Yi To Sha .. .. lb.	10	10	8	Lichoes, Dried, (small stone).—	—	—	—
Kala, Donger.—Hoi Man .. .. lb.	40	16	16	—Lai Chi Kon lb. 30	25	—	—
Fresh water.—Tam Shet Yu .. lb.	38	20	18	Oranges, (Canton), Sweet .. ..	32	—	10
Yellow.—Wong Shu .. .. lb.	42	26	20	—Shan-sheng Tin Chang lb.	—	—	—
Frogs.—Tin Kai .. .. lb.	55	32	20	Oranges, Tim Chong .. .. lb.	32	—	15
Garoupa.—Shek Pau .. .. lb.	65	40	30	Pears, (Canton), Cooking.—Sha Li ..	10	—	—
Gudgeon.—Fak Kap Yu .. .. lb.	20	18	15	Pecanuts.—Fa Shang .. .. lb.	12	10	12
Herring.—Tao Pak .. .. lb.	39	22	18	Perissimmons, Large.—Hung Tse ..	12	12	—
Halibut.—Cheung Kwan Kap .. lb.	28	18	23	Plantain.—Tai Chiu .. .. lb.	4	3	4
Labrus.—Wong Fa Yu .. .. lb.	38	22	18	Pomelo, Sham.—Tsim Lo Yau .. each 12	19	6	—
Loach.—Wu Yu .. .. lb.	65	22	24	Walnuts.—Hop To .. .. lb.	14	16	—
Lobsters.—Lung Ha .. .. lb.	50	32	21	Grapes.—Fo Tai Tse .. .. lb.	—	—	—
Mackerel.—Chai Yu .. .. lb.	36	20	26				
Monk Fish.—Moong Yu .. .. lb.	40	32	28				
Mullet.—Tat Yu .. .. lb.	35	18	8				
Oysters.—Shang Ho .. .. lb.	30	16	23				
Parrot Fish.—Kai Kung Yu .. lb.	24	14	9				
Perch.—Tao Lo .. .. lb.	34	20	15				
Pike.—Pa Fan Fong .. .. lb.	10	16	9				
Plaice.—Pan Yu .. .. lb.	60	28	14				
Pomfret, Black.—Hak Cheung .. lb.	60	26	20				
Pomfret, White.—Fak Cheung .. lb.	65	36	30				
Prawns.—Ming Yu .. .. lb.	60	36	40				
Ray.—Pai Fa Sha .. .. lb.	10	10	14				
Rock Fish.—Shek Kau Kung .. lb.	24	12	18				
Roach.—Chun Yu .. .. lb.	40	22	16				
Salmon.—Ma Yu .. .. lb.	60	36	30				
Shark.—Sha Yu .. .. lb.	12	8	10				
Shrimp.—Fo Yu .. .. lb.	22	10	10				
Shrimp.—Ha .. .. lb.	55	26	25				
Shrimp.—Lap Yu .. .. lb.	65	32	30				
Sole.—Tat Yu .. .. lb.	46	26	20				
Tench.—Wan Yu .. .. lb.	35	22	18				
Turbot.—Tao Han Yu .. .. lb.	36	16	22				
Turkey small fresh water .. lb.	30	40	—				
Poultry.				Vegetables, &c.			
	August 8, 1923.	1918.	1914.		August 8, 1923.	1918.	1914.
	Cts.	Cts.	Cts.		Cts.	Cts.	Cts.
Chickens.—Kai .. .. lb.	65	30	31	Artichokes.—Ah Chi Cheuk .. .. each	—	—	8
Capon, Small.—Shi Kai .. .. lb.	60	28	30	Beans, Sprout.—Nga To .. .. lb.	5	4	7
Capon, Large.—Shi Kai .. .. lb.	60	28	30	—Long.—Tao Hok .. .. lb.	18	8	—
Duck.—Ap .. .. lb.	35	22	22	Beef Root.—Hong Tui Tse .. .. lb.	2	8	6
Doves.—Pan Kau .. .. each	—	—	—	Bitter Squash.—Fa Kw .. .. lb.	8	—	—
Eggs, Hen.—Kai Tan (cooked) per doz.	26	18	—	Brinjals, Green.—Ching Yau Kw ..	6	5	8
Eggs, Hen.—Kai Tan (fresh) .. per doz.	30	25	20	—Rad.—Heme Kee .. .. lb.	8	5	8
Fowls, Canton.—Kai .. .. lb.	75	36	24	Cabbage Chippes, (common).—	—	—	—
Fowls, Hainan.—Hoi Nam Kai .. lb.	50	28	—	—Rai Tse .. .. lb.	10	5	12
Geese.—Ngo .. .. lb.	45	24	24	—(Shanghai).—Yo Tse .. .. lb.	25	12	—
Pigeons, Canton.—Pak Kap, each	55	30	—	Ox's Shoos, bunch.—Kau Shun ..	—	—	9
—Hothow.—Hoi Han Pak Kap	each	35	23	Cauliflower (Large).—Yo Tse Fa each	—	—	—
Turkeys, Cook.—Fo Ho Kung lb.	65	60	60	—(Medium) .. .. lb.	—	—	—
Turkeys, Hen.—Fo Ho Kai .. .. lb.	60	55	40	—(Small) .. .. lb.	—	—	—
Snipe.—Sha Tui .. .. each	—	—	—	Carro's.—Kam Shan .. .. lb.	8	6	8
Phasant.—Shan Kai .. .. each	—	—	—	Celery Chippes.—Tong Kau Tse ..	10	10	8
Quail.—Om Ohn .. .. each	—	—	—	Chillies, Dried.—Kung Tai Chiu ..	20	25	5
Partridges.—Oho Ku .. .. each	—	—	—	—Red.—Hong Fa Chiu .. .. lb.	15	10	8
				—Green.—Ching Lai Chiu .. .. lb.	10	8	12
				Curry Stuf, English.—Ka Li Ohi Lau	—	—	—
				— .. .. lb.	10	10	10
				Cucumbers.—Ching Kw .. .. each 5	2	—	—
				Garils.—Sun Tau .. .. lb.	6	—	—
				Ginger, young.—Sun Tse Kwang ..	8	—	—
				Ginger, old.—Lo Kung .. .. lb.	7	10	—
				Horseradish, Shanghai.—Lai Kau ..	20	45	—
				Indian Corn.—Shek Mei .. .. lb.	7	6	—
				Lettuce.—Young Sheng Tse .. .. lb.	10	1	—
				Water Chestnuts.—Me Tai .. .. lb.	12	6	8
				—Mandarin.—Kwai	—	—	—
				—Lam Mei .. .. lb.	10	8	—
				Mushrooms, Fresh.—Shang Tse Ku li	65	—	—
				Okroos .. .. lb.	14	3	10
				Onions, Bombay.—Young Ching Tai	8	8	8
				Onions, Green.—Shang Ching .. lb.	6	4	8
				Onions, Shanghai.—Shang-hoi	—	—	—
				—Chung Tai .. .. lb.	6	6	—
				Panley.—Kun Tse .. .. lb.	40	25	6
				Potato, Sweet.—Fau Shu .. .. lb.	40	—	—
				—Japanese.—Yai Pan Shi Tai lb.	—	—	—
				—American.—Fa Ki Shi Tai lb.	7	8	10
				Pumpkin.—Tung Kw .. .. lb.	4	2	4
				Radish.—Hing Lo Pak Tai .. .. lb.	4	—	—
				Rhubarb (Fresh).—Tai Wong .. ..	—	—	10
				Shallots.—Kong Chong Yu .. .. lb.	4	6	8
				Spinach.—Yin Kue .. .. lb.	6	4	—
				Tomatoes.—Pan Ke .. .. lb.	14	7	7
				Taro.—Wu Tau .. .. lb.	6	6	—
				Taro, Small, (Long).—Lo Pak .. ..	6	—	—
				Vegetable Marrow.—Yai Kw .. ..	6	—	—
				Water Cress.—Tse Tung Yu .. ..	20	18	—
				—Lily root.—Lai Ngau .. .. lb.	6	6	—
				—Tse Yu Shu .. .. lb.	6	—	—

As they had not stowed away from Hongkong but had done so at the first port of call, Mr. J. R. Wood this morning discharged Michel Coulon, Gabush Senegin and Joseph Ravine, three men from Mauritius, who were remanded yesterday on a charge of having stowed away on the s.s. "Haldia." At yesterday's hearing the men stated that they had come to Hongkong to look for work. It was also mentioned that they gave themselves no four hours after the ship sailed from Mauritius.

## BORNEO'S LURE.

## THE HON. MR. HALLIFAX'S IMPRESSIONS.

## FASCINATING COUNTRY.

The Hon. Mr. E. R. Hallifax, C.M.G., O.B.E., Secretary for Chinese Affairs, who left here for British North Borneo on July 2, returned to the Colony by the P. & O. s.s. "Dongola" on Friday evening. Mr. Hallifax, seen by a *China Mail* representative this morning, expressed himself as well pleased with his trip. "British North Borneo is a very much maligned country as regards climate," said Mr. Hallifax. "I found the climate wonderfully cool for the tropics and it would be difficult to find healthier looking Europeans in the tropical zones of the East. I can strongly recommend the place for any one keen on big game shooting, provided he is willing to work for his bag as the country, in most parts, is dense forest. Elephants appear to be plentiful and while I was there a herd was reported within three miles of Sandakan, whilst another herd was heard of close to one of the logging camps of the British Trading Company. *Timapa*, a species of the *sladang*, the wild cattle of the Federated Malay States, are also to be found, though scarce. I believe there is no restriction as to slaying the latter, but no female elephant may be shot and each license limits the bearer to a specified number of males that may be shot during the period the license is in force.

"I am convinced that British North Borneo is far more of a white man's country than either Singapore or the Federated Malay States. The Europeans, if books can be relied on, are wonderfully healthy. I met five old-timers, who had been out there 25 years, one of them weighed no less than 235 lbs., whilst the baby of the bunch was merely 165 lbs."

**LACK OF COMMUNICATIONS.**  
"There is a sad lack of means of communication with the outside world. There is only a mail once in every nine days from either Singapore or Hongkong. There is one newspaper (a weekly), the *British North Borneo Herald*, which is a sort of Government Gazette and which is, I understand, conducted by the Government. *Reuter's* service is posted up daily in the Government offices and at the clubs."

**LABOUR CONTENTED.**  
"Asked how he found labour conditions there, Mr. Hallifax said that workers generally could not be better cared for. "On estates especially, I was most favourably impressed with the arrangements. Every plantation I visited had a well-equipped hospital with a fully qualified doctor in charge and was visited from time to time by a qualified European physician."

There is a Government Opium Monopoly, where the drug is prepared and sold through licensed dealers. There are serious difficulties with regard to direct trade with Hongkong as Singapore is more closely connected with British North Borneo ports. The chief export to Singapore is of course rubber. Hongkong takes a quantity of firewood annually, but also does an important trade in hard woods. British North Borneo is a wonderful producer of hard-woods—there are said to be no less than sixty species. The forestry department in B.N.B. is one of the most important branches of the Government. "Curiously there is a sad dearth of stone," said Mr. Hallifax. "On the Eastern side there is practically none. All the granite is found on the Western side, where Mt. Kinabalu rises to a height of 14,000 feet."

**THE CHINESE.**  
"Asked what impressions he had gathered with regard to the Chinese in the country, Mr. Hallifax said: "While no indentured Chinese labour is sent from here, there is a regular supply of assisted labour, whose contracts are arranged on arrival. On estates, Chinese generally work from 6-1 with an interval for the morning meal. They are paid by results (with a minimum wage) and appear perfectly contented. If they care to work overtime they can do so. There are 40,000 Chinese (labourers) in B.N.B., a large proportion being Hakkas."

**PIG A PEST.**  
"The one drawback from the planter's point of view is the wild pig (*babatang*)," said Mr. Hallifax. "Every clearing has to be strongly fenced to keep out the pigs, which look upon the young coconut as a special delicacy while rubber nurseries and young plantations suffer equally from pig and deer. The pig is doing so much damage and breeding at such a rate that there is already some talk of poison being resorted to."

**Flyosan**

## ABOUT BOOKS.

## LETTERS FROM THE CHERUB.

## A FULL LIFE.

Dear Belinda,  
There has just been issued, evidently by the local authorities of the London Missionary Society, a little booklet giving "A concise statement of the short, full, beautiful life of Dr. Eric Arthur Woods, L.M.S., Missionary to Hongkong." "I had not the good fortune to know Dr. Woods, but a perusal of this little booklet brings out to the full the extraordinary nature of his abilities and character. Hongkong and the world generally are all the poorer by his death, although the example of his life should have its own message."

Dr. Woods was born in the son of a Congregational Minister and was born in Tasmania in 1892. He came to Hongkong in 1921 and died in less than a month at the age of 29 years. As a boy he enjoyed the confidence of those who knew him. Commencing as a State school scholar, by remarkable diligence he worked his way to the University gaining scholarships to the value of £1,700, a truly remarkable achievement. He gained degrees entitling him to the use of no fewer than 21 letters. He was a Rhodes scholar, a scholarship which emphasises three things: Learning, Sportsmanship and Leadership. The first is proved. In sports he was what one might be called "all-round," whilst in leadership he was active in Christian movements, in all his successes never neglecting the ministrations of Church and school.

The French Wounded Emergency Fund Committee sent him to one of the Base Hospitals in France, to study a new and wonderfully successful method of dressing burns and scalds, in order that he might introduce it into the English Hospitals. This he did in Oxford and in London. Resident doctors round about often looked in to watch the method and they were pleased with the results. Gaining his M.B., degree, Dr. Woods came to Australia on a troopship and intended taking part in the War, but the signing of the Armistice prevented him. A desire to become a Medical Missionary was gratified by his appointment to Hongkong, where he arrived as I have said in June, 1921, dying from pneumonia of the severest type. The compilers of this little booklet say: "His was a full and beautiful life, and those who met him felt that though he was quiet and modest in manner, yet he was a man of strong principles. Several hundreds of letters received by his parents after his death testify to his sterling character, and the great loss sustained by the Society and the nation." "It is a profound mystery why he should have been called away before he had the opportunity to commence what was regarded as his life's work. And there is this rich consolation, his life was as perfect as it is possible for a human being to live on this earth. Money making was not his ambition, for, had it been, he would not have gone as a missionary, but sought some lucrative position in his profession."

Yours friend,  
THE CHERUB

**Flyosan**

## STILL IN FORCE.

## HONGKONG'S WAR-TIME REGULATIONS.

## HAVE YOU REGISTERED?

"Although some people do not, they should" was Mr. T. H. King's (the Deputy Superintendent of Police) pronouncement when a *China Mail* reporter asked him this morning if it was necessary for European residents to register changes in address.

"The Registration of Persons Ordinance of 1916 is still in force," said Mr. King. "People should register and this includes even private residents." Asked to explain what he meant by "private residents" Mr. King said people not living in hotels, boarding-houses and lodging-houses, etc.

Forms are obtainable at the Post Office, police stations, etc. for filling up. The form says that persons except those "specified in the First Schedule" who remain more than seven days in the Colony shall forward to the Captain Superintendent of Police a return of particulars, etc. The persons exempted under the First Schedule comprise members of His Majesty's Regular Naval or Military forces, Consular Officers of foreign states, the wives and daughters of persons included in the two previous classes, persons of Chinese race and persons not exceeding 18 years of age. The penalty for failure to comply with

## Are You Going on a Journey?

Chamberlain's Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

## THE HONGKONG HOTEL CO., LTD. ANNOUNCEMENTS.

## REPULSE BAY HOTEL

## A DINNER DANSANT

will be held on  
**SATURDAY, August 25th,**  
and thereafter  
each

WEDNESDAY and SATURDAY.

## WEEK-DAYS

During the Summer Season an Orchestra will be in attendance from 8 p.m. until Midnight.

## SUNDAYS

An Orchestra will be in attendance during Tiffin and Tea. Tables may be Reserved at the Hongkong Hotel (Telephone C. 32), or At the Repulse Bay Hotel (Telephone C. 807).

## THE HONGKONG HOTEL ROOF GARDEN IS NOW CLOSED

Until Further Notice.

## A DINNER DANSANT

will be held Nightly in the

## GRILL ROOM

(Sundays Excepted).

## WATER POLO.

## (Argus.)

At the V.R.C. swimming pool last night, the Kowloon Boys' School Past Students' Association created somewhat of a surprise by defeating the Lusitano Recreation Club in the water polo league by 5 goals to 1. At the interval, the K.B.S.P.S.A. led by 2-1, but in the second half had matters all their own way. Their goal-keeper, however, is entitled to much of the credit for the victory as in the first half he stopped any number of dangerous shots.

In the second game, the V.R.C. (B) put up a plucky fight against the R.G.A. (A), who were a far heavier and more experienced team. The score at half-time was 3-0, but towards the end of the game the V.R.C. goalie, who had been putting up a wonderful defence, appeared to tire and the youngsters were defeated—but not disgraced—by 9 goals to love. Mr. G. H. May referred both games.

the above notice is a fine net exceeding \$50.

While on the subject of legacies from war regulations, the *China Mail* man asked about passports. The D.S.P.'s reply was that the Travellers' Restriction Ordinance of 1915 was also in force. Queried as to whether the Ordinance was worked, Mr. King said "Its full provisions are not carried out in detail but by arrangements with the shipping companies a working modification has been obtained which secures the desired results with the least possible inconvenience to the travelling public." Mr. King added that he believed that the question of passport regulations was at present engaging the attention of the Government.

## SI KIANG.

## (West River.)

The ceaseless Si Kiang flows from the West. And spreads its waters o'er the Delta's breast. It bears a daily burden, floating down— With sorrows o'er. In silence past our town. The bodies wrapp'd in Himalaya's tears. Drift placidly as thru a thousand years.

JOHN KYOTO,  
1923.

## TO-DAY'S ADVERTISEMENTS.

## ALICE MEMORIAL &amp; AFFILIATED HOSPITALS.

AFTER the Annual Meeting Tomorrow, an EXTRAORDINARY GENERAL MEETING will be held in order to take necessary steps for bringing the management of the Hospitals into agreement with the New Constitution.

H. R. WELLS,  
Secretary.

Hongkong, August 14, 1923.

## THE BEN LINE STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBRO', LONDON & STRAITS.

## THE Steamship

## "BENRECH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 28th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, August 14, 1923.

## PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, on

**THURSDAY, August 16, 1923,** commencing at 11 a.m. at the premises of the Hongkong & Kowloon Wharf & Godown Co., Ltd. Godown No. 51 Kowloon

(FOR ACCOUNT OF THE UNDERSIGNED), 68 Cases Peagow Tea—New Season (More or less damaged)

Terms:—Cash on delivery.

LAMBERT BROS. Auctioneers.

Hongkong, August 14, 1923.

**Flyosan**

For a Weak Stomach. As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated take one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

## Californian Del Monte Tinned Fruits.



PEARS .85  
PEACHES .70  
APRICOTS .75  
FRUIT SALAD - \$1.10



LANE, CRAWFORD, LTD. ESTD. 1850.

## ENGLISH COLUMBIA RECORDS

BY DAME CLARA BUTT.

\*263 Barbara Allen 7149 The Palms  
\*262 The First Nowell 7170 The Old Folks at Home  
\*261 Eileen Atannah 7140 The Holy City  
7141 O. Lovely Night 7124 Three Fishers Went Sailing

## ANDERSON'S

8, Queen's Buildings. Tel. Central 1333.

## BATHING CAPS

A PRETTY ASSORTMENT HAS JUST ARRIVED. PRICES ARE EXCEPTIONALLY REASONABLE.

## PARFUMS HOUBIGANT

(the most celebrated French Perfumer).

A FINE SELECTION NOW ON SHOW. INSPECTION CORDIALLY INVITED.

## THE CHINA DISPENSARY,

89, QUEEN'S ROAD CENTRAL.  
(Just a little beyond Pottenger Street)

## HOP CHEONG

HIGH CLASS FURNITURE MANUFACTURERS.

## DEALERS IN

Swatow Hand-Made Drawn Thread Work  
New and Old Embroideries Silk, &c., &c.

No. 55, Queen's Road Central.  
HONGKONG, CHINA.

## PIANOS for SALE or Hire

TSANG POOK PIANO CO.,

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94A, Wanchai Road.

## YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.  
14 QUEEN'S ROAD, CENTRAL.

Tel. Central 3197.

V. C. LABRUM, Managing Director

## THE ORIGINAL HAIG WHISKY

## JOHN HAIG &amp; Co., Ltd.

DISTILLERS, MARKINCH, SCOTLAND.



Good Whisky should be old and thoroughly matured in wood. This is guaranteed by the above who are the Oldest Distillers Of Scotch Whisky In The World.

Ask for John Haig Gold Label or Glenleven White Label.



SOLE AGENTS:—

## GANDE, PRICE &amp; CO., LTD.

WINE & SPIRIT MERCHANTS.  
Tel. Central No. 125. 1, QUEEN'S ROAD, CENTRAL, HONGKONG.

**Important!**

FOX SUPER-PICTURE DE LUXE IN 8 REELS

A great sensational melodrama of life behind the scenes in New York

## WHILE NEW YORK SLEEPS

By three famous performers

ESTELLE TAYLOR-MARC MACDERMOTT-HARRY SOUTHERN

A thrilling story of the upper and under worlds of the great City of New York

from WEDNESDAY till SATURDAY

at the **WORLD**

at 8 p.m. sharp & 8.15 p.m.



## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).  
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
**HONGKONG-MACAO LINE**

Sailings:—To Macao—Daily at 8 a.m. and at 3 p.m. (Sundays at 8 a.m. only).  
Sailings:—From Macao—Daily at 8 a.m. and at 3 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 4A Des Voeux Road Central, Messrs. Thos. Cook & Son, or the American Express Company Hongkong.

## DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "FORRENT CASTLE" .....Sailing on or about 17th Aug.  
S.S. "BOWEN CASTLE" .....Sailing on or about 18th Sept.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR  
LEVANT, BLACK SEA & DANUBE PORTS.

PIUMES having been re-opened for traffic, cargo is also  
accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.  
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 2/6.

FOR SHANGHAI, YOKOHAMA AND KOBE.

S.S. "ROSANDRA" .....Sailing on or about 2nd Sept.

FOR BRINDISI, VENICE, AND TRIESTE.  
VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "TRIESTE" .....Sailing on or about 2nd Sept.  
S.S. "ROSANDRA" .....Sailing on or about end Sept.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct  
service via Singapore, Colombo, Suez and Port Said.

LONDON MARU .....Monday, 10th Sept.

BUENO AIRES RIO DE JANEIRO, SANTOS—Mauritius Durban &  
Capetown via Singapore.

MEXICO MARU (Call at Montevideo).....Friday, 17th August

BOBAY— fortnightly service via Singapore and Colombo.

SUMATRA MARU .....Monday, 20th Aug.

ANGUN MARU .....Tuesday, 4th Sept.

CALCUTTA— Via Singapore and Rangoon.

INDO MARU .....Wednesday, 16th Aug.

BANGKOK VIA SINGAPORE & SINGAPORE & DEKA—Regular Monthly  
PASSENGER service.

BUSHO MARU .....Saturday, 1st September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and  
Japan Ports taking cargo to OVERLAND POINTS U.S.A. Canada. Passenger  
service.

AFRICA MARU .....Friday, 17th August

NEW YORK— Via PANAMA.

ATLAS MARU .....Beginning September

JAPAN PORTS—Kobe, Yokohama via Shanghai.

PARIS MARU (not call at Moji).....Thursday, 16th August

REKUNING VIA SWATOW & AMOY—These steamers have excellent  
accommodation for 1st and 2nd class saloon passengers.

AMARUSA MARU .....Wednesday, 22nd Aug. Noon

TAKAO VIA SWATOW AND AMOY.

SOBU MARU .....Thursday, 16th Aug. 10 a.m.

REKUNING MARU .....Thursday, 16th August

BUSHO MARU .....Thursday, 16th August

For sailing dates and further particulars please apply to:  
K. SHIMA, Manager,  
No. 1, Queen's Building.

Tel. Central No. 4090.

## BOSTON & NEW YORK.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

## AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "TALITHYBIUS" .....via Suez Canal.....14th Aug.

S.S. "CITY OF BOSTON" .....via Suez Canal.....25th Aug.

S.S. "ANTILLOUS" .....via Suez Canal.....5th Sept.

S.S. "BELLEROPHON" .....via Suez Canal.....16th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
Subject to change without notice.

For freight and particulars apply to  
SUTHERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.  
(JOHN SWIRE & SON, LTD.)

HONGKONG & CANTON HOLYOAK MASSEY & CO., LTD. CANTON.

## M. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1114. 25, Wing Woe Street, Central.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any  
craft of 500 feet long.

Town Office: 64, Connaught Road Central, Hongkong. Tel. Central No. 469.

Shipyards: Shum-Sui-Po, Kowloon, Hongkong. Tel. Kowloon No. 8.

Estimates furnished on application.

Hongkong, April 1, 1918.

## CANADIAN PACIFIC STEAMERS LIMITED

### HOME VIA CANADA

Hongkong to England.  
VIA SHANGHAI, NAGASAKI, KOKO, YOKOHAMA, VANCOUVER, MONTREAL & QUEBEC.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
M/Australia	Aug. 24 Sept. 11	Montcalm	Sept. 21 Sept. 23
M/Asia	Sept. 6 Sept. 24	M/Scotland	Sept. 29 Oct. 4
M/Canada	Sept. 22 Oct. 8	M/France	Oct. 12 Oct. 19
M/Banana	Oct. 4 Oct. 19	M/Scotland	Oct. 27 Nov. 2

Other Atlantic Sailings every few days to Liverpool, Southampton,  
Glasgow, Antwerp, Cherbourg and Hamburg.  
Allotment of cabins on Atlantic steamers held here and through tickets issued.  
Early reservation necessary.

Three trans-continental trains daily.  
Standard Sleeping Cars, Compartments & Dining Rooms.  
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,  
Winnipeg, Montreal and Quebec.

### "CANADIAN PACIFIC THROUGHOUT"

Hongkong Office.  
Passenger Department Telephone 732 Cables GACANPAC.  
Freight and Express Telephone 41 Cables NAUTILUS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
Accommodation for First Class Passengers. Masted Light and Fans in Staterooms  
and Saloons. Kitchens and Outlets.

### SWATOW, AMOY & FOOCHOW.

AND RETURN.

(Occupying 9 to 10 Days)

SEAMEN	CAPTAIN	LEAVES
HAIKONG ..... Capt. W. C. Fennimore	WEDNESDAY, 16th Aug. at 12 Noon.	
HAIFONG ..... Capt. Ellis Walker	FRIDAY, 17th August at 1 p.m.	
HAICHING ..... Capt. J. B. Thomson	TUESDAY, 21st August at 1 p.m.	

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

## "ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

### OUTWARDS.

"KASAMA" ..... 3rd Sept. ....Shanghai, Kobe, Yokohama.

### HOMEWARDS.

"CITY OF GLASGOW" ..... 28th Aug. ....M'hee, London, A'werp & H'burg.

### PASSAGE RATES TO LONDON.

	1st Class £24.	2nd Class £22.
"A" Class Steamers	1st Class £24.	2nd Class £22.
"B" Class Steamers	1st Class £24.	2nd Class £22.
"C" Class Steamers	1st Class £24.	2nd Class £22.

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few  
passengers, but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

HOLYOAK, MASSEY & CO., LTD. THE BANK LINE, LTD.,  
Canton. Tel. Central 780.

## THE ADMIRAL LINE

SEATTLE & VICTORIA

SHANGHAI, KOBÉ, YOKOHAMA

SPECIAL THRU REDUCED RATES TO EUROPE.

PRESIDENT JACKSON (For Seattle) August 14th

PRESIDENT JEFFERSON August 14th

(Sailing Every 13 days)

MANILA SERVICE

PRESIDENT JEFFERSON August 17th

### ADMIRAL ORIENTAL LINE

H. K. & Shanghai Bank Building.

## THE "NORWAY OF NORTH AMERICA."

Travel Home through Canada by the interesting

and attractive "Canadian National" route via

PRINCE RUPERT BRITISH COLUMBIA

A 700-mile sea trip along the Pacific Coast

in Safe and Calm Inland Protected Waters.

Large palatial steamers plying regularly from

Victoria and Vancouver.

The new routes and services offered by

CANADIAN NATIONAL RAILWAYS will

prove most interesting and enjoyable.

If contemplating a trip to England, Canada

or U.S.A. permit us to give particulars of

fares, booklets, etc.

## CANADIAN NATIONAL RAILWAYS

(Separate and distinct from C. P. R.)

Phone C 2004. — Queen's Bldg. — 3, Canton Road.

## STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

### EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ..... Due Hongkong 31st August

U.S.S. "West Carmona" ..... Due Hongkong 31st September

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, LOILO, CEBU & ZAMBOANGA.

U.S.S. "West Chopaka" ..... Due Hongkong 15th August

U.S.S. "West Carmona" ..... Due Hongkong 19th August

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS & BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PAKISTAN-INDO-CHINA-STRATTS AND JAVA.

1st Floor, Queen's Building,  
Phone Central No. 2008,  
5, A. HEYUM, Res. Agn.

## PASSENGERS.

### EXPARTURES.

For P. & O. s.s. "Torgola" August  
19—Mr and Mrs H. J. Moyrey, Lt.  
Comdr. E. E. Huston, Miss M.  
Serebriannikoff, Mr W. S. Daniel, Mrs D.  
de B. Nowcomb, Mr T. C. Djang, Mr O.  
For Mrs M. Sedall, Miss A. Lindwall,  
Mr J. E. V. Longbottom, Mr and Mrs  
H. J. Morris, Mr B. G. Safford, Mr  
and Mrs C. H. Smith, Mr and Mrs R. A.  
Abernathy, Mr O. A. Rao, Mr E. W.  
Richards, Mr and Mrs H. Radford, Miss  
G. Birell, Mr L. A. Shaw, Mr and Mrs  
G. E. Strub, Mr Chai Nai Fa, Mr and  
Mrs R. E. Chard, Mr G. Wright.

## Flyosan

### MOVEMENTS OF STEAMERS.

The P. L. s.s. "Benecob" from  
Middelbro, Antwerp and London left  
Singapore for this port on Aug. 9 and  
may be expected to arrive here to-  
day.

The N.Y.K. s.s. "Katori Maru" (Euro-  
pean Line) arrived at Middelbro on Aug.  
11 after a voyage of 31 days from Hong-  
kong.

The B. F. s.s. "Lycan" left Singapore  
on Aug. 10 for Hongkong, Shanghai,  
Kobe, Osaka and Yokohama and is  
due here to-day.

The B. F. s.s. "Titan" for Genoa,  
Marseilles, Liverpool and Glasgow left  
Shanghai on Aug. 10 for this port and was  
due here yesterday. The vessel will be  
despatched at daylight to-morrow.

The N.Y.K. s.s. "Shidzuka Maru"  
(American Passenger Line) left Shanghai  
for Hongkong on Aug. 12 and is expected  
here to-morrow.

The O.P.S. R.M.S. "Empress of  
Australia" arrived at Yokohama on Aug.  
8 at noon, left Yokohama on Aug. 9 at  
6 a.m. and is due at Hongkong on Aug.  
16 at 8 a.m.

The B. F. s.s. "Peregrine" left Liver-  
pool on July 21 for Straits, Hongkong,  
Shanghai and Japan and is due here on  
or about Aug. 25.

The O. A. s.s. "Victoria" left here for  
Saidkan and Australian ports on July  
7 being expected here on or about  
Aug. 27.

The C.P.S. R.M.S. "Empress of  
Asia" left Vancouver for Hongkong via  
Japan ports, Shanghai on Aug. 9; is due  
at Yokohama on Aug. 20 and is expected  
here on Aug. 27.

The B. F. s.s. "Mentor" left Liverpool  
on July 27 for Singapore, Hongkong,  
Kobe and Yokohama and is due  
here on or about Aug. 31.

The A. O. L. s.s. "President Jefferson,"  
which is due at Hongkong to-morrow  
arrived at Yokohama Aug. 6. This  
steamer carries a heavier mail for  
Hongkong from Seattle than any steamer  
which has arrived here during the past  
five months.

The B. F. s.s. "Bellerophon" left  
Liverpool on Aug. 1 for Singapore,  
Hongkong and Shanghai and is due here  
on Sept. 7.

The B. F. s.s. "Meriones" left Liver-  
pool on Aug. 4 for Penang, Singapore,  
Hongkong, Kobe and Yokohama and is  
due here on Sept. 8.

The B. L. s.s. "Benledi" from Mid-  
dlebro, Antwerp and London left Suez  
for this port (via Straits, Ports and  
Manila) on Aug. 10 and may be expected  
to arrive here on or about Sept. 8.

### CONSIGNEES' NOTICE.

Goods by s.s. "Bengloo" not taken  
delivery of by to-day will be subject  
to rent. Agents—Gibb, Livingston &  
Co., Ltd.

Goods ex s.s. "West Jessup" remain-  
ing undelivered after to-morrow will be  
subject to rent. Agents—Arnhold & Co.,  
Ltd.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.,  
Agents.

## THOS. COOK & SON

RAILWAY STEAMSHIP FREIGHT

INSURANCE AGENTS

BANKERS.

Tickets issued, Letters of Credit and Circular Notes Issued and Cashied.

"FAR EASTERN TRAVELLERS' GAZETTE"  
free on application.

150 OFFICES THROUGHOUT THE WORLD 150

Far Eastern Offices:

HONGKONG, SHANGHAI, TIENTSIN, PEKING &  
YOKOHAMA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

Local Address:—Hongkong Hotel Building,  
HONGKONG.

Telegraphic Address:—"COUPON." Telephone Central 524-5.

SAIGON, SWATOW, SINGAPORE AND HOIHOW RUN.

splendid passenger accommodation—large and airy berth cabins fitted throughout with  
electricity, SPECIAL FREIGHT RATES. Apply—KUN SANG STEAMSHIP COMPANY—  
201 Wing Lok St. West. Telephone Central 111.

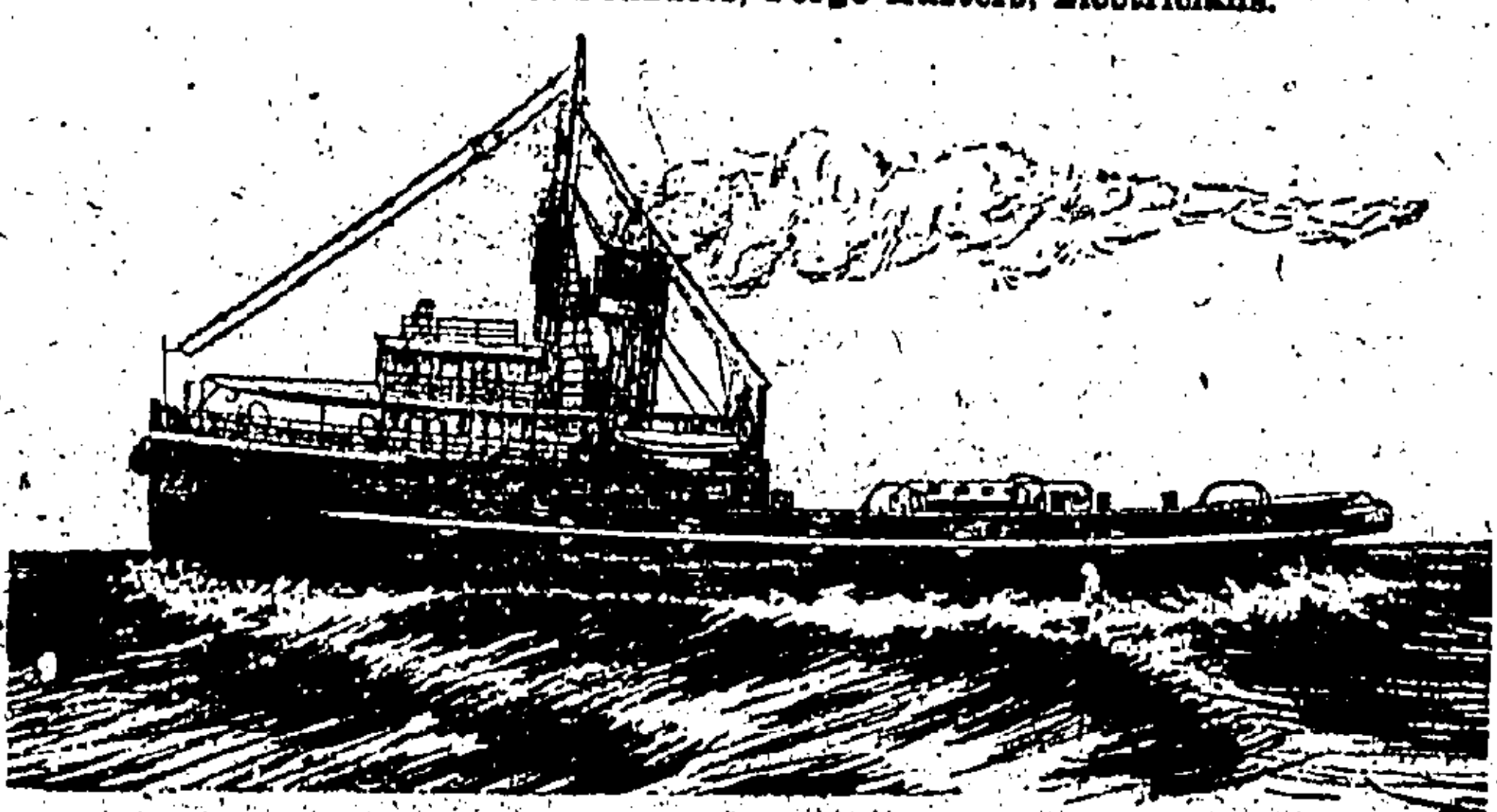
## THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

### "Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong  
for their own service, 1921. Length 135' B.F., Breadth 34' (m) Depth 17' (m) I.H.P. 3000.  
Fitted with electrically driven submersible and centrifugal pumps, air compressors, wireless,  
searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

L. M. DYER, B.Sc., M.I.E.E., Kowloon Dock, Hongkong.

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Bongkok (about)	Destination
"KASHMIR"	8,841	22nd Aug.	MANZILLAS, Gib. L'don & A'warp.
"ALIPORA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"MAEDONIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"SICILIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"DONGOLA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"SOUHAN"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"KALAMIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"KALAMIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"KALAMIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"KALAMIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.

S. S.	Tons	From Bongkok (about)	Destination
"MAEDONIA"	11,089	25th Jan.	MANZILLAS, Gib. L'don & A'warp.
"KASHMIR"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"ALIPORA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"MAEDONIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"SICILIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"DONGOLA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
"SOUHAN"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.
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"KALAMIA"	8,841	22nd Aug.	S'pore, Penang, Col'bo & Bombay.

S. S.	Tons	From Bongkok (about)	Destination
"WARINA"	3,120	18th Aug.	Bangkok direct.
"JANUS"	4,824	31st Aug.	Singapore, Penang & Calcutta.
"JANUS"	4,824	31st Aug.	Singapore, Penang & Calcutta.

S. S.	Tons	From Bongkok (about)	Destination
"EASTERN"	4,000	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	6th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

S. S.	Tons	From Bongkok (about)	Destination
"MANUA"	10,802	25th Aug.	S'hai, Moji, Kobe & Y'ham.
"SICILIA"	8,841	25th Aug.	S'hai, Moji, Kobe & Y'ham.
"TANDA"	8,841	25th Aug.	S'hai, Moji, Kobe & Y'ham.
"KALAMIA"	8,841	25th Aug.	S'hai, Moji, Kobe & Y'ham.
"ARAFURA"	6,000	11th Sept.	S'hai, Moji, Kobe & Y'ham.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.  
Let Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Calcutta.  
All Calcutta are fitted with Electric Fans free of charge.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For further information, Passage Fare, Freight, Handbags, etc., apply to:-  
**MACKINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central HONGKONG. Agents.

22, Des Voeux Road Central HONGKONG. Agents.

## FARES FOR PUBLIC VEHICLES.

The fares prescribed for public vehicles are as follows:-  
I.-In the Island of Hongkong, Causeway and Lower Levels, and in Kowloon, and New Kowloon.

Time	Fare
Five minutes	5 cents
Ten minutes	10 "
Quarter hour	15 "
Half hour	20 "
One hour	30 "
Every subsequent hour	35 "
For 5 or 3 drivers the fare is double or treble respectively.	
Ten minutes	15 cents
Quarter hour	20 "
Half hour	30 "
One hour	40 "
Every subsequent hour	45 "

By arrangement with the proprietors through the Police.

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For Lasting Fragrance Use Cuticura Talcum

There is nothing better than Cuticura Talcum for powdering and perfuming the skin. It appeals to the most fastidious because of its fine, smooth texture and delicate fragrance.

For the information of visitors to the following list of some of the highest points on the Island and Mainland published:-

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## NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE:

CHINA COAST, ETC.

SWATOW.

Aug. 15 - D. L. Haihong.

Aug. 15 - I.O.S.N. Foonchow.

Aug. 15 - O. S. K. Soshu Maru.

Aug. 15 - O. S. K. Yungchow.

Aug. 15 - I.O.S.N. Tungchow.

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## CONSIGNEES.

COLUMBIA PACIFIC SHIPPING CO.

(Operating United States Government Ships.)

From PORTLAND, ORE., JAPAN PORTS, ETC.

THE Steamship

"WEST JESSUP"

having arrived from above ports.

Consignees are requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All Cargo not taken delivery from steamer by 9th August, 1923, will be landed into the hazardous and/or non-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at consignees' risk, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson & Ashe (Marine Surveyors) at the godowns on 13th August, 1923, at 10 a.m.

No claims will be admitted after the goods have left the steamer or godowns, and all goods remaining undelivered after 15th August, 1923, will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before 21st August, 1923, or they will not be recognised.

No Fire Insurance whatever will be effected.

ARNHOLD & CO., LTD.

Agents.

Hongkong, 9th August, 1923.

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## ARROW



"ARATEX" SEMI-SOFT  
COLLARS COMBINE WITH THE  
COMFORT OF A SOFT COLLAR  
THE GOOD APPEARANCE OF  
A STIFF COLLAR. WILL NOT  
WRINKLE, WILT OR SAG.  
EASILY LAUNDERED.

OBTAINABLE FROM:  
TAK CHEONG, 50, Queen's Road Central.

## AVIATION.

LATEST CAPRONI  
AEROPLANES.

Gianni Caproni has been one of the pioneers of aviation engineering. His first aeroplane started flying in 1909, when the inventor was scarcely 23 years of age.

When the great war started, Caproni was ready with his new creation, the 300 HP biplane, built on the original conception of three engines and two fuselages.

During the war he went on improving this type of heavy aircraft and then a 450 HP and a 600 HP biplane were successfully devoted to actual bombing work on behalf of all Allied Armies on the Italian and French theatres of war. Caproni aeroplanes' audacious and terrible bombing raids were almost daily quoted in the war bulletin by General Cadorna, General Diaz, General Foch and General Pershing, under whose commands the Caproni bombing squadrons were doing such good work.

The triplanes 600-900 H.P. were able to see only the last period of the war, but they succeeded in contributing to the defeat of the enemy.

After the armistice, the transformation of the Caproni War Planes into peaceful passenger and goods carrying machines was very easy and a lot of pleasure and business trips have been since successfully made in Italy, France, Belgium, England, Austria, Bohemia, Balcenia, Argentina, U.S.A. etc., by comfortable Caproni flying cars.

All Caproni aeroplanes of the said types are fitted, as aforesaid, with three engines, but a new type just finished is fitted with five engines. Two pilots are sitting side by side in the control of every Caproni Aeroplane, the double control being one more guaranty for safety.

The three-engined aeroplanes can fly by two engines only and also one engine only is sufficient to keep the aeroplane in the air and to allow a safe and careful landing.

The Caproni Aeroplanes can be easily transformed into hydroplanes by fitting suitable floats instead of the wheels. Successful performances have been given by 600 HP hydroplanes, keeping steady, starting and landing regularly, also on not quite calm waters.

Caproni Biplanes fitted with 3 engines—Biplane 300 HP (Three 100 HP Fiat engines). Consumption of oil and petrol 150 lbs. per hour. This machine is highly recommended for school work. Speed with load of 2,200 lbs. 72 to 75 miles per hour. This has been the first machine fitted with three engines. At the Flying-school of Melpignano (Gallarate, Italy) there are several of these biplanes, built in 1915, which have been used for more than two years for training the pilots after having been employed for bombing Lubiana, Pola, etc.

It is a very useful type for carrying mail and 6 passengers, when fitted with a closed cabin.

Biplane 450 H.P. (Three 150-180 H.P. Isotta and Fraschini engines). Consumption of oil and petrol 220 lbs. per hour. This machine has seen the hardest service during the war in the Italian and French Fronts, in Libya and Albania. In order to reach the French Front they flew in squadrons over the Alps. This machine is a good climber; it reaches 13,000 ft. in 26 to 40 minutes, and performs a speed of 88 to 90 miles per hour. Useful load 2,000-3,300 lbs., maximum load 3,740 lbs. It can carry 8 passengers. Now it is used for carrying the official mail between Padua and Vienna. It may be remembered that Italian pilots flying on such machines accomplished the bombing raid of Cattaro, starting from Milan (880 miles flight with one intermediate landing).

Biplane 600 H.P. Weight empty 7,700 lbs. Useful Load 3,960-4,400 lbs., it climbs to 10,000 ft. in about 30', and it flies at a speed of 95-100 miles per hour. It can be fitted with every kind of engine of the prescribed power.

Fitted with three Fiat A/12 engines it requires a total consumption of oil and fuel of 390-450 lbs. per hour.

Fitted with three V/6 Isotta and Fraschini engines the aeroplane weighs 7,000 lbs. less.

In several performances it has given the following returns:  
Loaded with 3,300 lbs. it climbed to 3,000 ft. in 7', 6,000 ft. in 12', 9,000 ft. in 21'. Loaded with 4,620

lbs. it reached a height of 3,000 ft. in 8', 6,000 ft. in 18'. Consumption by the three engines, as controlled in many trials of four hours each and several machines, 230-240 lbs. oil and petrol per hour.

This type has been transformed into a passenger-carrying aeroplane by fitting a closed cabin having sitting accommodation for eight persons. One or two more can take a seat with the two pilots outside. There is also plenty of room for carrying mail and newspapers. During war-time a lot of Caproni 600 HP, built in Italy and employed on the French front, reached their Camps flying by squadrons over the Alps.

This is the aeroplane preferred in Italy for carrying passengers. Since January 1919, when one 600 HP Caproni-Bus has accomplished a flight from Milan to Rome with ten passengers in 4 h. 30', many of such trips are weekly made from Milan to Rome and Naples. On board of one of these aeroplanes a raid from Rome to Naples and return was made by H.R.H. the Duke of Aosta. The Member of Parliament for Naples have also made several journeys to Rome in order to assist at the sitting of the House.

On the 23rd of April 1919 a Caproni Biplane 600 HP crossed the Alps in a flight from Lyons to Turin through a snow storm and gales having the speed of 50 miles per hour.

Hydrobiplane 600 HP. This machine has approximately shown the same results, of the ordinary 600 HP aeroplane. The useful load is only reduced to 3,400 lbs. on account of the weight of the floats, being fitted instead of the landing wheels. It is worth noting that all Caproni Aeroplanes can be transformed into hydroplanes by substituting the floats for the wheels.

Caproni Triplane 600-900 HP. This machine was originally fitted with three eight cylinders 240-250 HP Isotta and Fraschini engines. It carried a maximum load of 6,600 lbs.

Now it is fitted chiefly with three Fiat A 12 engines, and can fly at the speed of 90-100 miles per hour. Loaded with 5,500 lbs. cargo it climbs to 3,000 ft. in 8', to 6,000 ft. in 45'. A Caproni Triplane flew over the Alps in a trip from Turin to Paris in six hours and 6' despite a very strong wind.

As well as the biplane, the triplane can be quite easily transformed into a hydroplane, by substituting two suitable floats for the landing wheels. It will only load some 1,000 lbs. less cargo.

This type of triplane, fitted with a comfortable cabin can carry 25 persons, viz. 17 passengers inside and six outside with the two pilots. Caproni Triplane fitted with three 400 H.P. Liberty engines. All general features as above. Useful load 2,5-3 tons. Speed about 90-95 miles. It climbs to 3,000 ft. in 6', to 6,000 ft. in 13', to 9,000 ft. in 24'.

Caproni Triplane fitted with five engines: 2000 H.P. Five Isotta-Fraschini V 6 engines 400 H.P. Oil and fuel consumption 400 lbs. per hour. Accommodation for 30 passengers and two pilots. Approximate speed 95-100 miles per hour. Useful load 3.5-4 tons.

It carries a two storied cabin, where 30 passengers will find every comfort of an ordinary Pullman Car.

A remarkable weight of luggage can be carried.

Caproni Single-Engined Aeroplanes. For teaching purpose. Caproni Single-Engined biplane 300 H.P. For teaching the pilots it has proved very successful to use this biplane, which is similar to the three-engined one, as to diving and flying properties. The advantages coming out from the fitting of three engines can be dispensed with, when flights are only to be undertaken on an aviation ground and for a short time, and the simpler construction and operation of such a biplane are remarkably convenient for cheap and quick teaching flights.

Caproni Single-Engined—Triplane 300/500 HP. Besides the usefulness of this aeroplane for teaching purposes as above, this single-engined triplane has proved very satisfactory as a small, powerful and quick machine, to be compared with the best chasing and recognition aeroplanes.

It can perform a very high speed and good climbing, though having a very large supporting surface comparatively to the wing-spread.

It can be used in civil aviation for branch lines connected with the main aerial lines, to be served by bigger aeroplanes.

## COMMERCIAL.

GERMAN MERCHANTS  
BUSY.

## GINGER MARKET PUZZLE.

Local export men are greatly interested in a rumour about town to the effect that German merchants have secured an export order for 2,000 casks of cargo ginger in 2 cwt. casks, shipment this month at ridiculously low prices. They are stated to have been able to buy from the Chinese dealers at between \$21.00 and \$21.50 per picul which is lower than the average market quotations ruling at present. Their prices to their buyers are said to range about \$2-60 per picul, cwt. At the present rates of exchange this would mean that they would have to work on a cost price of about \$18.50 per picul instead of \$21.00. Heads of export houses are wondering how it can be done. Of course, this is the ginger season when the packers have their busy time, but it is the custom for the European exporter to fix prices with the Chinese dealer before he binds himself. There is little that can be construed into a possible drop in ginger prices as the crops are normal and other costs are steady.

## METALS TRADE.

## PRESENT POSITION EXPLAINED.

On the whole, the Hongkong metals market to-day is dull. The only relieving feature is that there are a few inquiries for West River buyers. Yesterday and to-day a few lots of plate cuttings were sold to them at about \$4.15 per picul.

## INLAND OBSTACLES.

It is known definitely that dealers in Fatsan, Chan Chuen and Shiu Hing; three large inland ports, are short of supplies. However, the river is very high at Fatsan and Chan Chuen rendering transport difficult. At Shiu Hing the merchants fear a recurrence of military troubles while it is also stated that there is some dispute with the Samshui Customs which have to pass imports for Shiu Hing. No business can be done with the East River district on account of the fighting there.

## AN OLD SAYING.

Chinese merchants have an old saying which broadly translated means "Poor in the 5th month, the worst in the sixth but a slight revival in the 7th." This is the seventh moon when trade for the first part of the second half of the year commences. But political and other conditions have prevented the looked-for revival.

## INDO-CHINA PROSPECTS.

Previously, large quantities of wire nails were shipped to Saigon, Haiphong &c. But, it is stated, the French authorities have imposed an import tax on nails from Hongkong which exceeds the present value of the goods here. Exports to Indo-China are out of the question for the time being as the tax makes the cost there prohibitive.

## JAPANESE OFFERS.

During the last two days, brokers have been canvassing on behalf of Japanese firms for orders for round steel bars at \$5.45 per picul base size. A little time back some Chinese importers booked supplies at about \$5.75 and the tendency to-day is to wait and see. A few small orders are recorded occasionally.

## HOME PRICES DISPARITY.

In a good many lines, Home prices (Cif. Hongkong) are higher than those ruling here. Take for instance, tinplates. British importers are quoting about \$11.80 per picul cif. Hongkong while Chinese dealers are trying to sell their stocks at \$10.30/40.

## BUSINESS DONE.

Zinc Plates—Some small orders for indents are reported in this line at \$27 per ton C.I.F. Hongkong.

Galvanised Pipes—Chinese importers who have direct foreign connections have been able to place orders for some large lots in this line at what is known to be the size up to 2'.

## PIECEGOODS.

ORDERS HARDLY WORTH  
MENTIONING.

"Very little doing with orders hardly worth mentioning" was the opinion of a British piecegoods

## TUBERCULOSIS.

## HOSPITAL REPORT.

The report of the Alice Memorial and Affiliated Hospitals for 1922 is as usual a very interesting document. It records, *inter alia* that the parents of the late Dr. Eric Woods, whose loss is deeply deplored, have presented the medical library of their son to the Hospitals; also a special set of eye and other surgical instruments. They have also founded the Woods' Cot for patients with eye diseases. The Alice Memorial Hospital has been sold, and a house in Hollywood Road has been purchased for the purposes of a Dispensary. The income from donations amounted to \$15,894, a decrease of \$2,300 on the previous year. That from "refunds" was \$24,000. The total income including the sale of the Alice Memorial Hospital (\$67,125.87) was \$164,287.69, and the expenditure after transferring \$60,000 to Fixed Deposit and paying \$25,350 for the Hollywood Road house left a balance in hand of \$23,060. The cost of food has been greater. If subscriptions are not increased, it may become necessary to charge the full cost of food to poor patients. Large sums are needed to erect new buildings and to enable the Hospitals to do their beneficent work. The Evangelistic side of the work was maintained. A reference is made to the need of a special Hospital or Sanatorium where tuberculosis cases can be adequately treated.

In Hongkong the number of Chinese availing themselves of Western methods of treatment has greatly increased in recent years and the time has now come to initiate a scheme for the efficient treatment of Tuberculosis, in the interest of the patient, his relatives, and the community.

A Sanatorium in the country within convenient distance of railway or motor-bus for the treatment of early cases and also a home for advanced cases are urgent needs. There are other aspects of the problem which might be dwelt on but meantime if something can be done on the lines suggested, a step forward will have been taken.

It may be argued that patients would not use a special institution but experience has proved that when the Chinese have had the benefits of Western methods demonstrated to them they realise that their prejudices were ill-founded and they become advocates of treatment which they at first opposed through ignorance. As an illustration it may be mentioned that when the Alice Maternity Hospital was opened a prominent Chinese gentleman stated that he thought the building was too large, but, in a few years all the accommodation was required and recently similar institutions have been opened in Wanchai and Saiyungpun Districts by the Chinese Public Dispensaries.

Miss L. K. Kayner submits an interesting account of the Nursing department and Maternity hospitals under her charge, while Miss Ward reports favourably on the work of the Ho Mu Ling Hospital, 29,466 cases were dealt with at the Alice Memorial Hospital, 17,574 at the Netherlands, 2,007 at the Ho Mu Ling and 274 at the Alice Memorial, many of these being "return visits." The annual meeting of the Hospital is to be held to-morrow.

merchant this morning. Even in the orders booked in the last few days, the prices agreed upon were practically forced out of the Chinese dealers as there is a disparity of about five per cent. between home quotations and local values in the non-regular lines. There is little to report in connection with regular lines for next Spring but it should be noted that fairly heavy bookings have been made already.

## TINNED PROVISIONS.

## SARDINES IN DEMAND.

As many as 2,000 cases (each containing 4 dozen No. 1 oval tins of 15 ounces) American West Coast sardines are said to have been sold since the sudden inflation of local meat prices. Importers and holders had little difficulty in disposing of stocks while a good many indents were booked for almost immediate shipment. It is stated that the Chinese have taken a sudden fancy to this make of sardine on account of its cheapness as compared with the price of, say, pork, which at one time was on a par with fowls.

Since the advent of the American sardine during the War, the article has come to stay in the market. Since the armistice, some importers have been trying to re-establish the position, once occupied by European brands but as yet they have not succeeded.

## SWEET CORN.

A fair demand has also been noticed for sweet corn in the market. Altogether considerable improvement has been taken place in the local provisions market.

## Flyosan

## INACCURATE CHEMISTS.

MEDICINES THAT WERE  
USELESS.

An analysis of dispensed National Insurance prescriptions made in St. Pancrasborough last year showed that out of 56 samples only 38 were genuine, the results being given in the reports of the medical officer of health.

In one case there was a deficiency of 83 per cent. of bromide of potassium, which according to a doctor, would render the medicine quite useless for the purpose for which it was prescribed. In another case there was an excess of 44 per cent., so that the patient would be taking nearly half as much again as the doctor thought desirable.

Five chemists were prosecuted but only one was fined; the other cases being dismissed under the Probation of Offenders Act. Of 6 samples of sausages and 6 of whisky taken in each case were found to be adulterated.

Mr. Albert Peake, who has died at Coton, near Cambridge, aged 51, returned two years ago to his native town of Cambridge with a large fortune made in Rhodesia by the discovery of asbestos and chrome (a substance used in the production of stainless steel).

HOT WEATHER PERILS  
AND THE BABY.

## How Baby's Own Tablets Help.

The summer months are the most dangerous to infants and young children. Cholera infantum, colic, diarrhoea and dysentery, come on so quickly during the hot season that often the little one is beyond aid almost before the parents realize he is ill. No other medicine is of such aid to mothers during hot weather as Baby's Own Tablets, the Canadian children's remedy. Guaranteed free from opium and absolutely harmless even to the youngest infant, these Tablets quickly reduce fever, relieve colic and cramps, remedy constipation, check diarrhoea, soothe the stomach, allay teething-pains, cure indigestion, quiet the nerves, and promote natural health-giving sleep and regular development.

Baby's Own Tablets are sold by chemists, or post free at 60 cents the vial from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

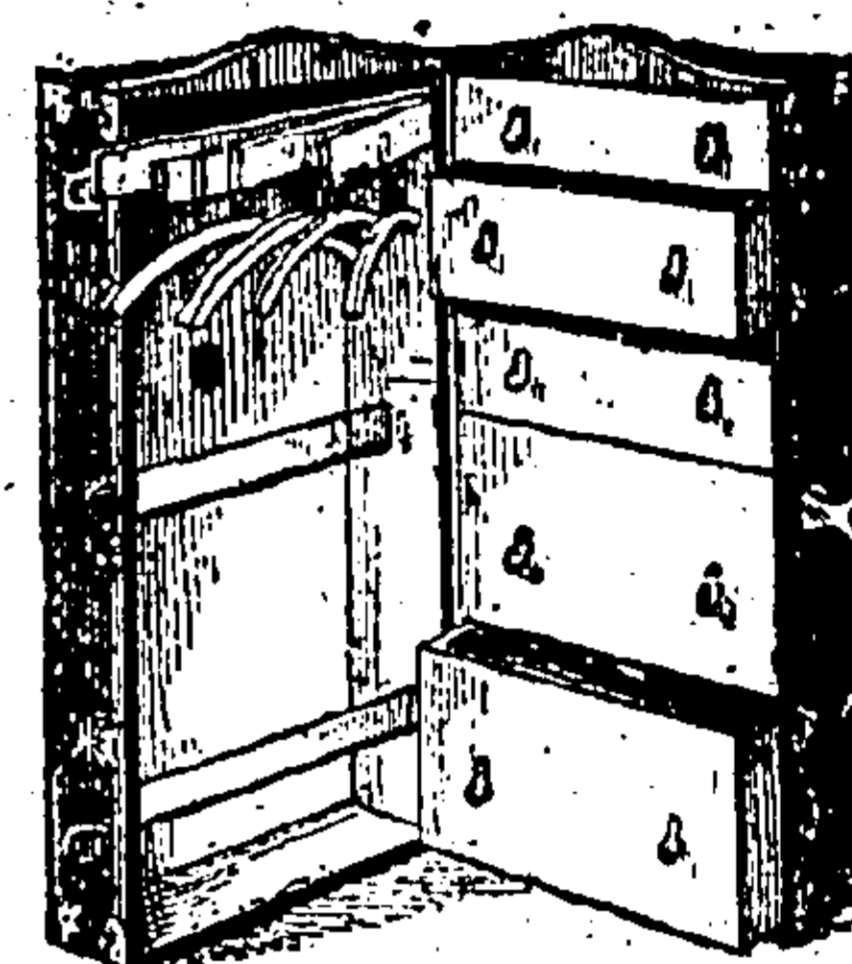
## Flyosan

## DAIRY FARM NEWS.



"THE FOSTER MOTHER OF THE HUMAN RACE"

Give your children more  
DAIRY PRODUCTS  
and  
WATCH THEM GROW

WHITEAWAY'S SALE  
2 SPECIAL BARGAINS IN TRUNKS4 only  
CABIN WARDROBE  
TRUNKS

Canvas covered. Brass covers. These are specially made for cabin use as they go under the berth.

Size 38" x 20" x 14"  
Usual Price \$75.00  
Sale Price \$49.50

3 ONLY IMPERIAL TRUNKS IN BROWN  
FIBRE. Very Strong.

Two trays inside. An ideal trunk for Ladies travelling.

Size 36 by 20 by 20"

Usual Price \$50.50.

Sale Price \$39.50.

Bargains in Kit Bags, Suit Cases, etc., etc.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.  
HONGKONG.

## THE TELEPHONE HANDBOOK

The Fourth issue of the TELEPHONE HANDBOOK will be published in AUGUST, 1928.

The TELEPHONE HANDBOOK consists of an up-to-date and accurate index of Telephone Subscribers, the numbers being given in sequence.

## SPECIMEN PAGE.

Central—22	The Newspaper Enterprise Ltd., 5, Wyndham Street
do—22	"China Mail" (Newspaper), 5, Wyndham Street
do—22	The Dollar Directory Co., 5, Wyndham Street
do—22	Telephone Handbook, 5, Wyndham Street
Peak—23	Bridge, R. L.; Residence, 120, The Peak
Kowloon—23	Green Island Cement Co., Cement Works, Hok-on
Central—23	Jordan, Forsyth, Grover, Aubrey, Urquhart, Lyon
do—23	Brown & Macgown, Drs., Alexandra Buildings
do—23	Brown, Dr. Lyon, Office, Alexandra Buildings
Peak—23	Forsyth, Dr. O. Office, Alexandra Buildings
Peak—23	Brown, Mr. N. S., Residence, 76, The Peak
Peak—23	Butterfield and Swire, Mr. N. S. Brown's, Residence, 76, The Peak
Kowloon—23	Ye Fong Chan, 136, Temple Street, Yaumati
Central—24	Tak Shun Bank, 155, Queen's Road, Central
Peak—24	Bali, A. Dyer, Residence, 51, The Peak
Kowloon—24	Dixon, H., Residence, 4, Lyceum Villa, Chatham Road
Central—25	Hongkong and Whampoa Dock Co., Aberdeen Dock, Aberdeen
Peak—25	Hongkong and Whampoa Dock Co., Chief Manager's Residence, 150, Magazine Gap, The Peak
Peak—25	Dyer, R. M., Residence, 156, The Peak
Kowloon—25	Shun Lai Sang, 83, Peking Road

The TELEPHONE HANDBOOK has met a want which has long been felt amongst users of the Telephone, as it provides an easy means of ascertaining the name of the Subscriber without the necessity of a search through the ordinary alphabetical directory.

The TELEPHONE HANDBOOK costs \$1 per copy, and is sold on the strict understanding that on the publication of a new one the old one will be returned to the publishers. The proviso is made in the interests of Subscribers in view of the frequent changes that take place.

## ORDER.

THE HONGKONG DOLLAR DIRECTORY CO., 5, Wyndham St.  
Please supply me with ..... copy of the July-December 1923 issue of the Telephone Handbook at \$1 per copy. I agree to return this copy to you on application when a new Handbook is published.

Can enclosed \$.....

Name .....  
Address .....  
Tel. No. ....

## ROXOR

## SHIPPING.

## STEAMERS TO MOTOR SHIPS.

Two noteworthy points arise out of the interesting decision of the Netherland Steamship Co. to convert a 10,000-ton steamer, built as recently as 1916, to a motor ship. In the first place, if it is economical to replace the steam machinery with oil engines, it may reasonably be deduced that any new vessels which are laid down should be equipped with internal-combustion machinery. Secondly, says the *Motor Ship*, if one shipowner finds it advantageous to convert steamers, others with ships engaged upon somewhat similar routes must consider the desirability of adopting the same policy if the maximum profit is to be obtained.

Some who have followed the motor ship movement most closely are of opinion that there must ultimately be a wholesale process of conversion, but it seems difficult to justify any general statement of this sort. Shipowners may perhaps note the remark quoted above that operating costs of motor ships are 25 per cent less than those of steamers, and thereby ascertain roughly whether the saving warrants the expenditure involved in conversion. A 10,000-ton vessel with oil engines of 3,000 h.p. consumes about 132 tons of oil, against some 50 tons of coal as a steamer. At the present-day prices of oil and coal, this represents a saving of between \$8,000 and \$10,000 per annum, whilst there are incidental economies which vary in different trades. Remembering that, in certain parts of the world, Diesel oil can be purchased at 50s. per ton, and coal may cost nearly as much, it is clear that with some ships the economy of the motor vessel may be enormously greater. The relative condition of hull and engine is also an important and varying factor, and in cases where the hull is good for a long life, but the ship needs rebuilding or other extensive repairs, a favourable opportunity is open for conversion. In brief, every case needs examination on its merits, but the fact that it has been found desirable in the instance referred to should cause the problem to receive more attention than has hitherto been the case. Technically, there are no difficulties, for many types of single-screw long-stroke Diesel machinery are not constructed, so that either single-screw or twin-screw vessels can readily be converted.

## STANDARDIZATION OF OIL ENGINES.

In the opinion of some shipowners it is a commercial disadvantage of the marine oil engine that it has not yet been standardized in the same manner as the reciprocating steam-engine. We do not take this view, and, indeed, consider that it would be very unsatisfactory from the point of view of motor ship development if there were but one standard type says the *Motor Ship*. It cannot be denied that in these circumstances technical development would be retarded and real economic progress would not be so rapidly attained. Nevertheless, it is as well to point out to those who consider the question of standardization of the greatest importance that we have already gone some distance along this road. It will, we imagine, scarcely be generally realized that there are already in service ships totalling about 1,000,000 tons deadweight, and equipped with machinery of between 400,000 i.h.p. and 450,000 i.h.p. in which the engines are all of one type and practically standardized so far as variation in power permits. As this is the result of scarcely more than 11 years' work, with an intervening period of between four and five years of war, the facts admittedly striking.

## REQUISITION BRINGS BANKRUPTCY.

At the London Bankruptcy Court in mid week the first meeting of creditors was held under a receiving order made against Mr. Albert John Ashwin, shipowner and broker, carrying on business at Billiter Street, E.C., under the style of Ashwin and Company. The Senior Official Receiver reported that Mr. Ashwin estimated his liabilities at £70,000 and valued the assets at about £7,000. Mr. Ashwin stated that he started business as a shipbroker in 1907 and did very well until the outbreak of the war. Early in 1917, with the assistance of borrowed capital, he purchased a steamer for £35,000, but the Admiralty requisitioned her until January, 1920. In the following May he contracted to sell her to the Greek Government for £50,000 and received a deposit of £6,000, but in consequence, Mr. Ashwin

## LATEST SHIPPING NEWS.

## ARRIVALS.

Mishima Maru, (N.Y.K.) from Singapore.—Kowloon Wharf.  
Po Tung, (Chung Tung) from Macao.—Co's Wharf.  
Yue Ying Wa, (Cheong Fat) from Hoihow.—C17.  
Jade, (Kai Yu) from Pakhoi.—West Point.  
Taikoo Wany, (B. & S.) from Hongay.—West Point.  
Soshu Maru, (O.S.K.) from Canton.—Co's Wharf.  
Cochin Chine, (Kai Yu) from Haiphong.—West Point.  
Kiungchow, (B. & S.) from Amoy.—A10.  
Mingsang, (J. M. & Co.) from Manila.—C32.  
Sekino Maru, (Y.K.K.) from Keelung.—B49.

## DEPARTURES.

Yarra, (Thoresen & Co.) for Shanghai.—August 14.  
Van Overstraten, (J.C.J.L.) for Amoy.—August 14.  
Mishima Maru, (N.Y.K.) for Shanghai.—August 14.  
Tamaba Maru, (N.Y.K.) for Shanghai.—August 14.  
Heinrich, (C.M.S.N.) for Shanghai.—August 14.  
Broad Arrow, (St. Oil) for Saigon.—August 14.  
President Jackson, (Ad. Line) for Shanghai.—August 14.

maintained, of delay in obtaining the sanction of the Shipping Controller to transfer the vessel, the sale fell through, with the result that he had to deposit, and eventually sold the boat for £5,000. In 1919 he purchased three vessels for £340,000, and subsequently acquired others, which eventually became the subject of arbitration, involving him in a loss of £208,000. Mr. Ashwin attributed his failure to these losses, coupled with bad debts and the shipping slump.

The Danish steamer "Rhodesia" which arrived in the Great Bitter Lakes, on a voyage from Hongkong to the United States with fire in Nos. 1 and 2 holds, had the holds flooded in order to extinguish the fire.

Clyde shipyards launched in June 13 vessels, of 8,512 tons gross, bringing the output for the six months of the year to date up to 58 vessels, of 145,657 tons gross. During the month a vessel of 1,600 tons was launched on the Tay, and one of 1,300 tons on the Scottish north-east coast.

An allegorical poster symbolising the magnificence and mystery of the East has just been published by the Canadian Pacific in connection with their route from Europe to Japan and China. The poster depicts a number of birds of gorgeous iridescent plumage attracted, amid a riot of tropical vegetation, by the song of a richly robed enchantress, who is seated in the foreground playing an eastern dulcimer. The whole is illuminated by a background of the light of the rising sun.

## LOSS OF THE TREVESSA.

## CAPTAIN FOSTER'S GRAPHIC STORY.

Captain Foster's full story of the sinking of the "Trevesa" is contained in cables published in the Australian papers. The history, which is a graphic account of the sufferings of the crew during their voyage to Rodriguez is as follows:—  
At mid-night on June 3 the "Trevesa" met a strong S.W. gale. Being hope to the vessel was making water rapidly. No. 1 hold pumps were unable to cope with the water. On the 4th June I decided to abandon ship. Lifeboats were swung out and lifebelts issued. The S. O. S. was sent out and answered O. K. At 2-15 a.m. we abandoned ship, the foredeck being under water. The vessel sank at 2-45 a.m. in latitude 28 degrees 50 south and longitude 85 degrees 45 east. Great difficulty was experienced in getting the boats away from the ship owing to the heavy sea running. All the crew got away safe in two lifeboats and lay to all night until 5 a.m. awaiting assistance. It was then decided to set sail for Mauritius, having the assistance of the prevailing winds and a westerly current, though the distance was slightly longer than back to Australia. Both boats kept together, though great difficulty was experienced in this at night time, owing to my boat being much faster, having a large sail. The compasses were useless and we were steering by sun and stars.  
On June 9, I decided to proceed alone, having obtained astronomical declinations. The other boat had a chart and books while we had none. We arranged to steer the same course and to send assistance as too much time would be lost by keeping together. The latitude and longitude of Mauritius and Rodriguez were also obtained and then I decided to make Rodriguez, as it was much nearer. Only sextants were on board and it was only possible to obtain our latitude, so we steered a north-west course. When in the right latitude we steered west although we were driven away repeatedly and had to beat back during the voyage.

**SUFFERING FROM THIRST.**  
Goods progress was made from the 11th June to the 14th June. It was calm weather and very hot, the crew bathing their heads and having baths to keep their thirst down. They also sucked buttons and pieces of coal to keep their mouths moist. All hands were feeling a little of colour during the heat of the day. Some of them soaked their biscuits in salt water despite repeated warnings. On the 14th June at 2 p.m. a strong breeze from the south-west blew up and we

were sailing about six knots. On the 15th, at 6 a.m. very heavy rain fell. All hands were drenched to catch rain and sufficient was caught for immediate needs. The funnels were made from old biscuit tins to shoot water into cigarette tins. The sails and canvas boat cover were too saturated with salt water to be useful.

**SHIPPING SEAS.**  
Every one was now much more cheerful. On the June 16 a good stiff south-east wind blew and more rain was caught. All were wet through by rain and salt water, but this helped to keep away thirst. Our feet were sore with continual soaking and lack of circulation. We shipped a green sea at 1 p.m., half filling the boat. One plank in the bilge of the boat was found to be cracked and we caulked it. Baling was continuous. On the 17th June we opened two tins of biscuits. There were only about 20 good ones but we would still have plenty aboard with care. The sun was strong. All hands were drying their clothes. We tried rubbing our feet with oil with good results. Some were troubled with salt water boils. On June 18, there were fierce squalls from midnight to 4 a.m. and we sailed before the wind under bare poles. On June 19, we were making fairly decent headway, but it was still squally. In the morning the firemen Nagi and Jacobali were very ill. A very high sea was running, but there was not much wind between the squalls.

**A HORRIBLE NIGHT.**  
On June 20, we passed a most horrible night. There were a series of fierce squalls. Everyone was soaked and it was bitterly cold. At 6 a.m. fireman Jacobali died and at 7 a.m. he was buried. We could not keep him in the boat owing to its having a depressing effect on the rest of the crew. Nagi was very ill and it was hard to open his teeth to get him to drink water or milk. All hands were on watches. There was a strong S.E. wind and a heavy cross sea. On June 21, there was a light breeze and sea. We gave Nagi water and milk at intervals. At 8.30 a.m. Nagi died and at 11 p.m. we buried him. The shroud in the mast was carried away and we substituted a piece of leather to allow the halyards to ride easy and we carried on. Some of the crew were very downhearted.

Much time was lost owing to bad steering and at 9 p.m. the sail was taken in owing to terrific weather. We hove to all night on the 22nd June. At 7 p.m. we proceeded with sail reefed. Most of the crew were in good health and splendid discipline prevailed. No latitude was possible this day owing to there being no sun. Fierce squalls ensued and we only sailed between squalls, shipping heavy water which half filled the boat. The weather moderated and we sailed all night, everyone being soaked. On June 23 there was similar weather and we were keeping a sharp lookout for land. On June 24 there was a very high sea and fierce squalls. We were sailing with only a piece of canvas

before the mast to keep the boat running before the sea. Similar weather prevailed all day on the 25th, and on the 26th there was a very high sea and squally winds. At 6 a.m. we shipped a green sea right over the after end of the boat, breaking the tiller and rudder head and buckling the pintle. These were repaired while we steered with oars. At 2-45 p.m. land was sighted on the port bow. We made for it and it proved to be Rodriguez Island where we landed at 8 p.m. On landing everyone found great difficulty in standing upright and it was impossible to walk straight without assistance. The weakest cases were sent to hospital and all were treated splendidly. The moral of the whole crew of this boat was splendid throughout. The rations during our voyage consisted of one-third of a cigarette tin of water, two cigarette tins of condensed milk and one biscuit daily on the first three days. All the crew are now doing well and I cannot speak too highly of the treatment we have received since we landed.

## THE LOST "OKARA"

## COMMENT IN "TRUTH."

Truth calls attention to the letter published by the *Times of Ceylon* which was addressed by one of the engineers to his brother at Colombo on April 20, just before the "Okara" left Calcutta on her last voyage. The letter made serious allegations as to the unseaworthiness of the ship. The Calcutta agents of the Company have characterized the letter in question as "a piece of irresponsible gossip."

Communications from India and Ceylon strengthen the case for an inquiry into the recent loss with all hands of the British India Steam Navigation Company's s.s. "Okara." In some questions in the House of Commons, to which very unsatisfactory replies were given, Mr. T. Johnston, M.P., referred to letters in which officers of the ship, writing home at the beginning of March, made serious allegations as to her unseaworthiness. The *Times of Ceylon* has since published a letter addressed by one of the engineers to his brother at Colombo on April 20 just before the "Okara" left Calcutta on her last voyage. Here is an extract:—  
"Our full speed is, normally eight knots, and at times she was doing two, one, and none at all. She was so bad that she couldn't steer, and was going round in circles."

As to the lifeboats, this letter confirms other statements that, when they had boat station drill, the boats were no sooner in the water than they commenced to fill up.

The Calcutta agents of the Company have characterized the letter in question as "a piece of irresponsible gossip." As the *Times of Ceylon* says, this is not only a fatuous observation, but shows execrable taste, seeing that the writer lost his life on the ship. It is indeed preposterous to suppose that officers of the "Okara" were in the habit of telling their relatives alarming stories of her unseaworthy condition for mere fun. The vessel was built thirty years ago, and for over twenty years she has been beyond the control of the Board of Trade, surveys being made and certificates issued by the Indian authorities. It is now announced that the Government of Bengal has decided to order an inquiry, and it is to be hoped that it will be a full and searching one.

## Flyosan

## WIFE'S LETTER.

## ALLEGED 'BLACKMAILERS' AND MUSICAL DIRECTOR.

William Ivey, 30, stevedore, and Jack Liss, 19, costermonger, were charged on remand at Bow-street with stealing and receiving a wallet containing £5 in notes belonging to Mr. Morton Stephenson, a musical director, and also with having accused Mr. Stephenson at the Ambassadors Theatre of an offence, with intent to extort money.  
Mr. Percy Robinson, prosecuting, said that on the day after Mr. Stephenson had his wallet stolen Ivey and Liss visited him at the Ambassadors Theatre, and Liss said his young brother had told him that on the previous evening Mr. Stephenson had made him drunk and committed an offence. Liss had a bundle of letters which Mr. Stephenson recognised as part of the property he had been robbed of the previous evening. They were business letters, except one, which was couched in affectionate terms, and no doubt the two men attached considerable value to it, but unfortunately for them it had been written by Mr. Stephenson's wife. Mr. Stephenson gave evidence denying the allegations against him.  
The men were remanded, Ivey being granted bail.

## NOTICE TO SHIPPERS AND PASSENGERS.

(Continued from Page 72)

## MARSEILLES.

Aug. 16.—B. F. Titan.  
20.—B. F. Titane.  
21.—N.Y.K. Hakone Maru.  
22.—P. & O. Agamemnon.  
23.—P. & O. St. Templar.  
24.—E. L. City of Glasgow.  
25.—N.Y.K. Suwa Maru.  
Sept. 1.—B. F. Agamemnon.  
4.—B. F. Patroclus.  
4.—B. F. London Maru.  
7.—P. & O. Macedonia.  
20.—B. F. St. Templar.  
21.—P. & O. Dongola.  
24.—E. A. Australia.  
25.—P. & O. Macedonia.  
19.—P. & O. Memnon.  
19.—B. F. Macedon.  
Nov. 2.—P. & O. Nellore.  
4.—P. & O. Kalyan.  
30.—P. & O. Kalyan.  
Dec. 11.—B. F. Macedonia.  
Jan. 25.—P. & O. Macedonia.  
Feb. 8.—P. & O. Kalyan.  
22.—P. & O. Kalyan.  
Mar. 21.—P. & O. Kalyan.  
Apr. 4.—P. & O. Kalyan.  
18.—P. & O. China.

## GIBRALTAR.

Aug. 22.—P. & O. Kalyan.  
Sept. 7.—P. & O. Macedonia.  
8.—P. & O. Macedonia.  
Oct. 5.—P. & O. Macedonia.  
19.—P. & O. Kalyan.  
Nov. 2.—P. & O. Kalyan.  
4.—P. & O. Nellore.  
30.—P. & O. Kalyan.

## HAVRE.

Aug. 30.—E. A. Bolivia.  
Sept. 1.—B. F. Agamemnon.  
30.—E. A. Java.  
Oct. 15.—E. A. Africa.  
Nov. 18.—E. A. Chile.

## LONDON.

Aug. 16.—G. L. Carnarvonshire.  
20.—B. F. Leomond.  
21.—N.Y.K. Hakone Maru.  
22.—C.P.S. Agamemnon.  
23.—P. & O. St. Templar.  
24.—E. L. City of Glasgow.  
25.—N.Y.K. Suwa Maru.  
Sept. 1.—B. F. Agamemnon.  
4.—B. F. Patroclus.  
4.—B. F. London Maru.  
7.—P. & O. Macedonia.  
10.—B. F. St. Templar.  
19.—P. & O. Dongola.  
21.—P. & O. Memnon.  
22.—E. A. Australia.  
24.—P. & O. Macedonia.  
25.—P. & O. Macedonia.  
Oct. 5.—P. & O. Macedonia.  
19.—P. & O. Memnon.  
19.—B. F. Macedon.  
Nov. 2.—P. & O. Nellore.  
4.—P. & O. Kalyan.  
30.—P. & O. Kalyan.  
Dec. 11.—B. F. Macedonia.  
Jan. 25.—P. & O. Macedonia.  
Feb. 8.—P. & O. Kalyan.  
22.—P. & O. Kalyan.  
Mar. 21.—P. & O. Kalyan.  
Apr. 4.—P. & O. Kalyan.  
18.—P. & O. China.

## LIVERPOOL.

Aug. 16.—B. F. Titan.  
20.—B. F. Titane.  
21.—N.Y.K. Hakone Maru.  
22.—P. & O. Agamemnon.  
23.—P. & O. St. Templar.  
24.—E. L. City of Glasgow.  
25.—N.Y.K. Suwa Maru.

## GLASGOW.

Aug. 16.—B. F. Titan.  
20.—B. F. Titane.  
21.—N.Y.K. Hakone Maru.  
22.—P. & O. Agamemnon.  
23.—P. & O. St. Templar.  
24.—E. L. City of Glasgow.  
25.—N.Y.K. Suwa Maru.

## AMSTERDAM.

Aug. 31.—E. A. Bolivia.  
Sept. 6.—J.O.J.L. Agamemnon.  
8.—E. A. Java.  
Oct. 6.—E. A. Africa.  
Oct. 15.—E. A. Chile.

## ROTTERDAM.

Aug. 16.—N.D.L. Gottingen.  
18.—G. L. Carnarvonshire.  
20.—B. F. Leomond.  
21.—N.Y.K. Hakone Maru.  
22.—C.P.S. Agamemnon.  
23.—P. & O. St. Templar.  
24.—E. L. City of Glasgow.  
25.—N.Y.K. Suwa Maru.  
Sept. 1.—B. F. Agamemnon.  
4.—B. F. Patroclus.  
4.—B. F. London Maru.  
7.—P. & O. Macedonia.  
10.—B. F. St. Templar.  
19.—P. & O. Dongola.  
21.—P. & O. Memnon.  
22.—E. A. Australia.  
24.—P. & O. Macedonia.  
25.—P. & O. Macedonia.  
Oct. 5.—P. & O. Macedonia.  
19.—P. & O. Memnon.  
19.—B. F. Macedon.  
Nov. 2.—P. & O. Nellore.  
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Apr. 4.—P. & O. Kalyan.  
18.—P. & O. China.

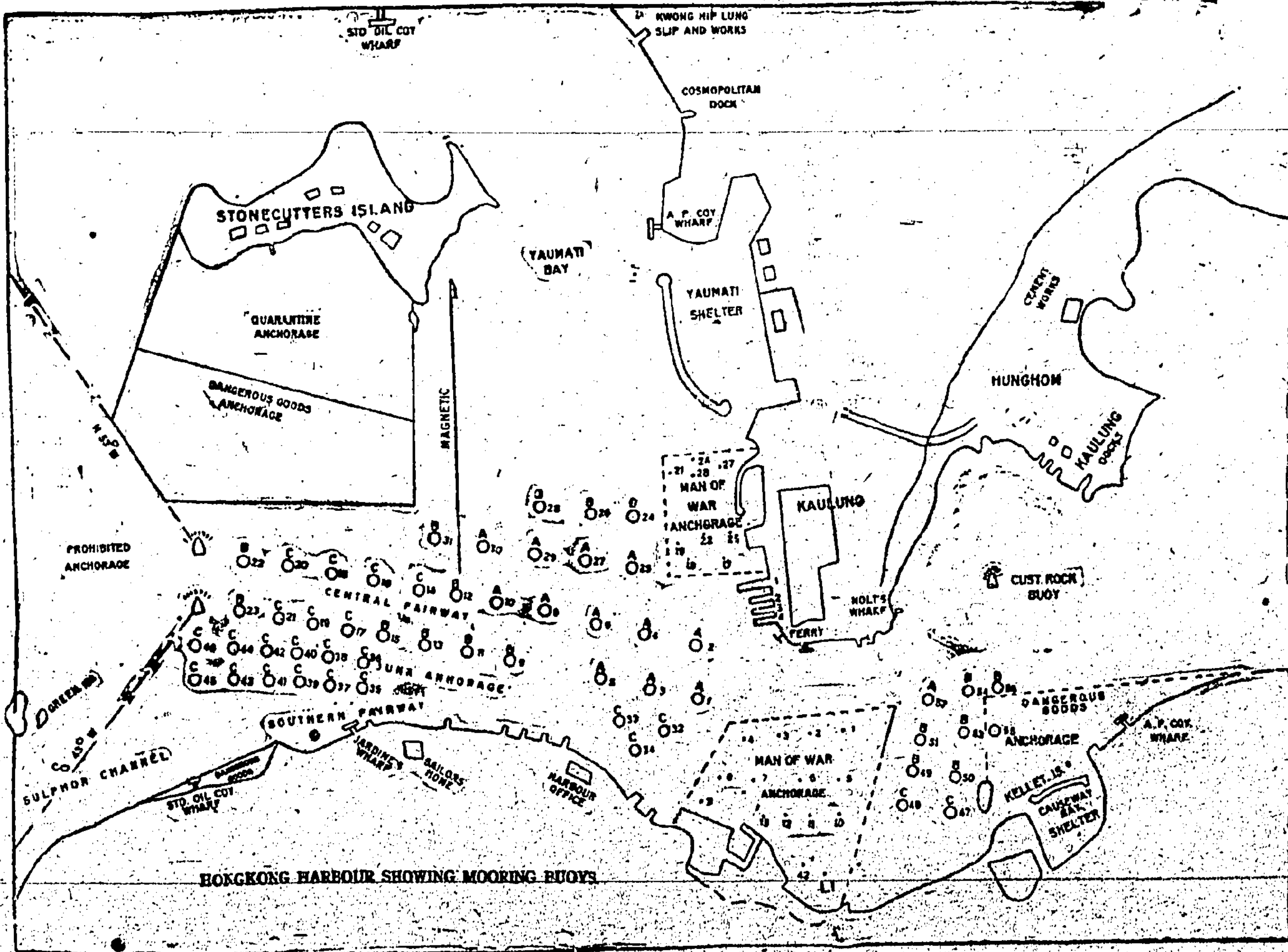
## ANTWERP.

Aug. 16.—N.D.L. Gottingen.  
18.—G. L. Carnarvonshire.  
20.—B. F. Leomond.  
21.—N.Y.K. Hakone Maru.  
22.—C.P.S. Agamemnon.  
23.—P. & O. St. Templar.  
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18.—P. & O. China.

## Flyosan

## Flyosan

## Flyosan



## Flyosan

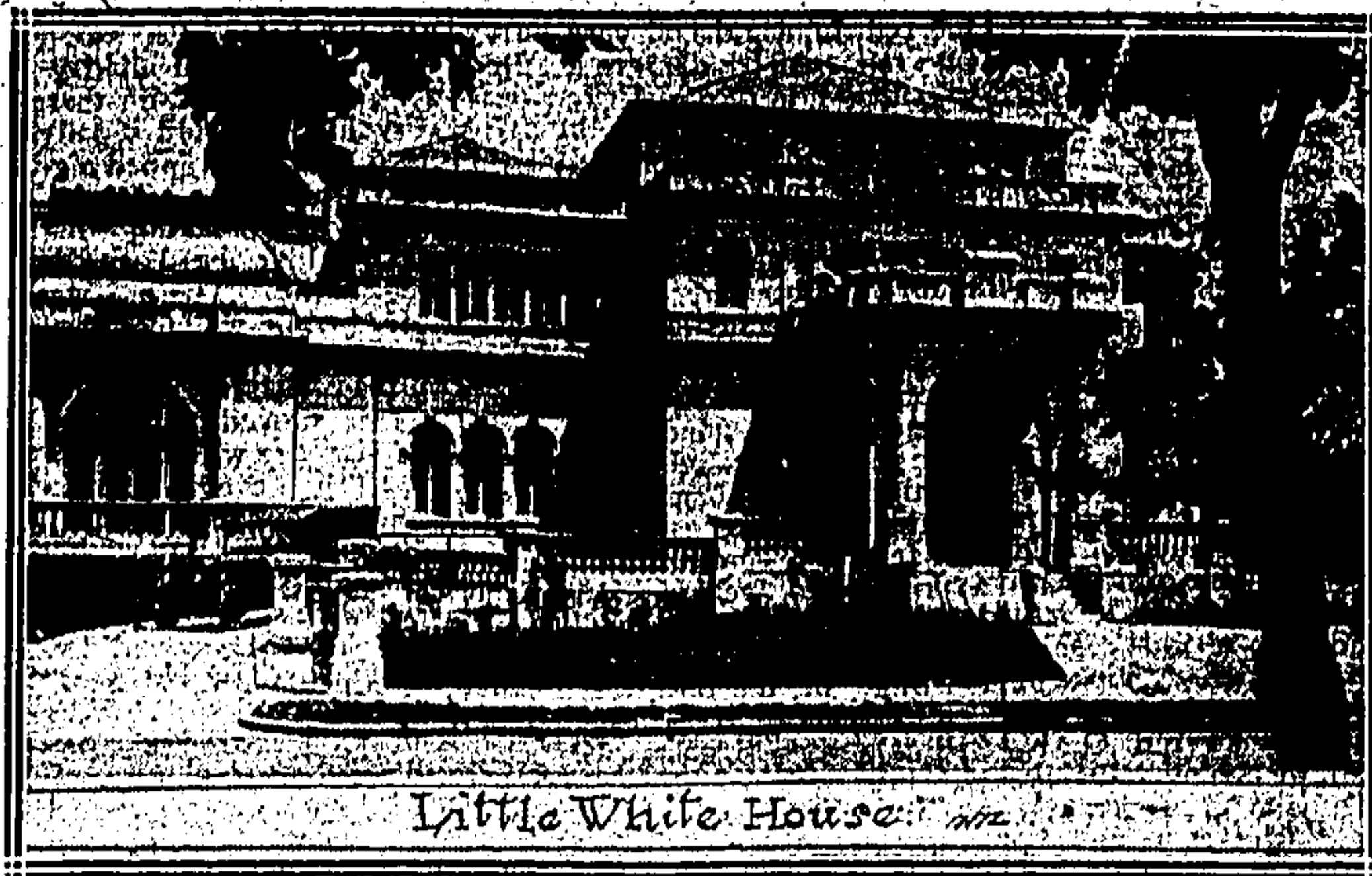
## Flyosan



Commander George Douglas Campbell, of the British Navy, has asked London courts to dissolve his marriage. Mrs. Marie Aleide Campbell, the defendant, is charged with misconduct with Hans Kurt, Baron Treusch von Buttlar-Brandenfels, who is now dead, but who in his lifetime was one of the leaders of German finances.



Mrs. Charles U. Lind, 20, pretty bobbed-haired girl, will bring suit for \$200,000 against Stirling Calder, a sculptor. Mrs. Lind alleges she posed for a sculptured study of head and shoulders, which, she charges, the sculptor attached to the figure of a nude body. Now the statue has broken up her home, her husband declaring she posed in the nude and refusing to be reconciled.



The above is the Washington residence of the late United States Senator Hendrickson, whose widow has offered the palatial home, as the official residence of the Vice-Presidents of the United States. If Congress acts favourably on her offer, future Vice-Presidents will live in the "Little White House."



For the first time in the history of the dignified Supreme Court of New York, Justice Joseph Morschauer, sitting at White Plains, told lawyers, witnesses, jurors and court attendants to take their coats off when the heat became oppressive. No one failed to accept the offer of the venerable jurist.



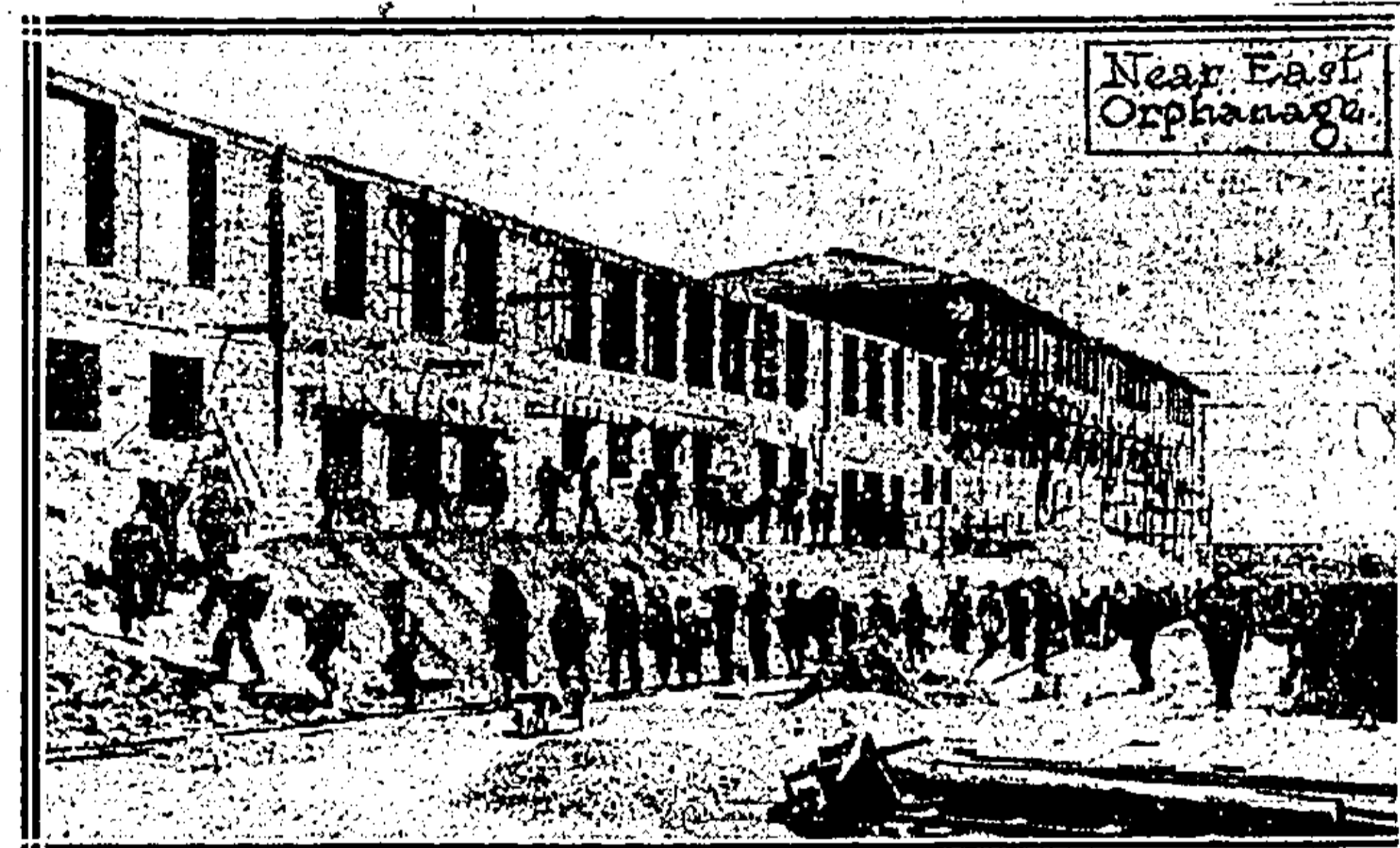
Miss Henrietta Szold has been elected head of the Zionist women of America, at a Baltimore conference. This organization is a branch of the Zionist organization which proposes to effect a restoration of Palestine as the Jewish homeland.



Stone Mountain, 20 miles from Atlanta, the largest block of granite in the world, will have carved across its precipitous face, in heroic figures, the story of the Southern Confederacy. Gutzon Borglum, the world-famous sculptor is in charge of the immense carving. He is shown in harness used by the worker, to keep from falling over the cliff. The work will require several years to complete.



While his lawyers were trying to compromise the \$500,000 breach of promise suit brought against him by Mrs. Onezime de Bouchelle, New Orleans society leader, Asa G. Candler, Coca-Cola king and the South's richest man, of Atlanta, Georgia, quietly married Mrs. May Little Ragin, 30, a public stenographer. Mrs. Ragin, a widow, is the mother of 10-year-old twin daughters, Julia and Mary, who may inherit part of their stepfather's millions.



One thousand children, taken from Turkey to the Greek Island of Sym by the Near East Relief Commission, have set about building a home for themselves, under the direction and supervision of the relief workers. They will remain wards of the Commission until they are old enough to care for themselves, in the meantime being taught useful trades.



Mrs. George J. Gould, Sr., second wife of the late multi-millionaire, who died in Nice, France, is shown on her arrival in New York with her children, Jane and George 3rd. She brought back the body of her husband for burial in England.

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## BRINGING UP FATHER



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